

MINUTES OF THE JOINT SENATE & HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Representative Gary Hayzlett at 12:10 p.m. on February 18, 1999 in Room 313-S of the Capitol.

All members were present except: Senator Jordan
Senator Harrington
Senator Gilstrap
Senator Huelskamp

Committee staff present: Hank Avila, Legislative Research Department
Marian F. Holeman, Committee Secretary

Conferees appearing before the committee: Don Harden, Riley Co.
David Tuley, Pottawatomie Co.
Doane Sells, Republic Co.
Gary Hobbie, Belleville
Rep. Larkin
Don Landoll, Marshall Co.
Norman Schmitt, Mayor of Sabetha
Dennis Cox, Geary Co.
Malcolm Stam, Washington Co.
Doyle Alkorn, Jewell Co.
Paul Fairchild, Lawrence
Ernest Dyer, Lawrence
Anthony Fadale, KS ADA Coordinator
Leonard Clary, Doniphan Co.

Others attending: Guest list not available

Briefing on transportation issues

Dan Harden, Riley Co. Public Works director made the presentation for Manhattan Chamber of Commerce. Their recommendations and support for a comprehensive program are contained in Attachment 1.

David Tuley, Pottawatomie County Economic Development Director, was speaking also for several municipalities and the county government. Attachment 2 contains their highway plan, beginning with block 1 and continuing thru block 5.

Doane Sells, Republic County Commissioner's testimony includes a "Joint Resolution" endorsing transportation improvements for Jewell, Republic, and Washington County, Kansas and enactment of a new state-wide comprehensive transportation program (Attachment 3). Garry Hobbie, Belleville City Manager presented the "First Impressions" and "Crossroads of America" vision for a transportation program (Attachment 4)

Chairman Hayzlett, recognized Legislators present who were not members of the Committee and turned the microphone over to Representative Larkin who expressed his appreciation to the Marshall County delegation for their support of the transportation program. He then introduced Don Landoll, member of the T-2000 Task Force and addressing the committee as a representative of all Marshall County residents, identifying needs and suggesting strategies for funding and offered their full support (Attachment 5). Norman Schmitt, Mayor of Sabetha, presented their request for approval of a Comprehensive Transportation Program (Attachment 6).

CONTINUATION SHEET

MINUTES OF THE JOINT SENATE AND HOUSE TRANSPORTATION COMMITTEE,
Room 313-S Statehouse, at 12:10 p.m. on February 18, 1999.

Dennis Cox, Geary County Public Works, brought testimony on behalf of the County Commission, Junction City, Economic Development Commission, City of Grandview Plaza, and City of Milford (Attachment 7). Malcolm Stam, Washington County Commissioner advised regarding their general support of the transportation plan, specified upgrades needed in their area, emphasized the need for local funding and offered recommendations for local funding (Attachment 8). Doyle Alkorn, Jewell County Commissioner discussed the financial binds of small counties with hardly any tax base and requested members to take a good look at problems such as theirs (Attachment 9).

Paul Fairchild, Citizens for Public Transportation, Lawrence, and Ernest Dyer from the Lawrence Area Social and Rehabilitation Services discussed the need for public transportation (Attachment 10). Anthony Fadale, Kansas ADA Coordinator advised members regarding transportation issues as they relate to the American Disabilities Act and Kansas Act Against Discrimination and the needs of individuals with disabilities for transportation services (Attachment 11).

Leonard Clary, Doniphan County Commissioners, represented the interests of the Cities of Troy, Wathena, Elwood and Highland as well as the Doniphan County Economic Development Commission. He specifically addressed the City of Troy's problems with the rerouting of Highway 7 (Attachment 12).

The meeting adjourned at 1:20 p.m.

The next meeting is scheduled for February 23, 1999 at 12:00 noon in Room 313-S.



**MANHATTAN
CHAMBER OF COMMERCE**

Testimony presented to Joint House and Senate Transportation
Committees

by:

Richard B. Hayter, Chair
Transportation Task Force,
Manhattan Chamber of Commerce

Introductory Comments

I am Richard Hayter, Chair of the Manhattan Chamber of Commerce Transportation Task Force.

The Manhattan Chamber of Commerce wishes to thank Governor Graves for initiating a discussion on the need for a comprehensive transportation program for the State of Kansas and to you the legislators for considering it along with the other needs of our state.

My primary message is twofold. First we fully support the development and completion of a comprehensive transportation program for Kansas. Second, we ask that the plan be flexible. Future needs will certainly warrant consideration

The proposal I bring you today is that of the Manhattan Chamber of Commerce. Our task force includes members of our community, representatives from the city and county government, Kansas State University, Ogden and Ft. Riley. We feel our proposal is truly integrated and comprehensive. It includes highway, air and rail; all of which are interrelated.

In addition, I have attached recommendations of the Riley County Roads and Bridges Task Force and a report by the City of Manhattan Transportation Steering Committee. In their deliberations these citizen groups have identified a number of additional needs including the importance of public

transportation. I mention this to show the magnitude of the needs within our state and the interest of our citizens in a quality transportation program in the broadest definition.

Today, my verbal comments will be those of the Manhattan Chamber of Commerce but I urge you to read the attachments to my testimony that identify an even broader range of needs.

I will present a brief history of what led the Manhattan Chamber of Commerce to our recommendations. I will follow that with a description of the projects we are proposing and finally I will present reasons why we feel the projects are warranted.

History

In 1988 the top priority of the Manhattan Chamber of Commerce was the need to improve the Manhattan Regional Airport. Since that time, the airport has become an integral part of the economy of the region providing air access and services for public, private and business needs. A recent improvement is the new, multimillion dollar terminal.

Recently the city and county established a new corporate technology park that is contiguous with our airport. The first company to locate in the park was Sykes Enterprise. When fully operational Sykes will employ more than 600 individuals, all of whom use

some form of transportation to and from work. Western Wireless will be the second large company in the park and a third may soon be announced. Quality highways and airport are important elements to the success of these businesses and to the economy of Kansas.

Following the war in the Persian Gulf, Ft. Riley significantly expanded its rail handling facilities. Today a magnificent railhead exists which will allow Ft. Riley to rapidly and effectively deploy equipment, should the need arise, as well as serve the needs of its many units and detachments.

In 1989 Manhattan made application and was successful in receiving funding from the state, local and federal government to improve highway access in and around our community. This significantly improved access as well as safety but it met only part of a need that had long existed in our region. Surface transportation infrastructure was so inadequate that, even with recent improvements, considerable needs still exist.

At the time that the request was made in 1989 consideration was given to requesting support for improvements to K-18 from Manhattan west to I-70. Today the K-18 need is even greater as traffic continues to increase. Similarly injury accidents and fatalities have increased and will climb as traffic volume and speed increase.

In establishing its legislative policies and positions for 1998 and 1999, the Manhattan Chamber of Commerce met with a large number of community partners including the county commission, city commission, school board, university, Ft. Riley, business community and citizens. Included in the resulting priorities was the need to expand of the Manhattan Regional Airport and improve K-18.

Project Description

Earlier I mentioned that our request is fully integrated including highway, air and rail.

Each element of the project directly impacts the other and thus must be viewed in total.

I will present only an overview of the project today. A more detailed description is contained in the attachments to this testimony.

Manhattan Regional Airport: The Manhattan Regional Airport serves a variety of needs. Most obvious to the flying public is the scheduled airline service presently provided by USAirways Express. Manhattan has implemented a very aggressive program to expand air service. We have reason for considerable optimism as a result of meetings with multiple carriers. Secondly, the airport serves the business needs of the region with both corporate and individual aviation services including those of Kansas State University. In addition, the north side of the airport is contiguous with Ft. Riley and as such regularly serves a variety of aviation needs of the fort.

It is critical that the facilities of the airport be improved including, but not limited to, expansion of the main runway to 11,000 feet and expansion of the ramp areas. Runway extension will almost certainly require realignment of K-18. Therefore improvements to K-18 must incorporate these potential improvements.

Ft. Riley Railhead: The railhead at Ft. Riley is designed for military use and is of critical importance to deployment of equipment at the fort. We are presently having discussions with the fort to determine if it would be possible to make civilian use of the railhead in support of our region. Of particular interest is service to our new corporate technology park that, as I mentioned, is contiguous with our airport. Accommodations should be made for adequate access from K-18 to meet the present needs of the fort as well as the potential for future civilian use of the railhead if permission is someday granted.

K-18: Kansas highway K-18 from Manhattan west to Ogden is presently four lane but it was

not designed for today's traffic, speeds or loads. It certainly does not provide safe and efficient access; particularly from Scenic Drive, Wildcat Creek Road, the airport, golf course, Job Corps and commercial developments along the highway.

The portion from Ogden south to I-70 is two lanes yet is the major access road from the interstate to Ogden, the east side of Ft. Riley and the west access to Manhattan.

It is our position that the entire route from the interstate to Manhattan should be improved. This would include access to the Ft. Riley railhead, realignment to allow extension of the runway, an interchange to serve the community of Ogden and Wildcat Creek Road, and an interchange at Scenic drive plus necessary upgrade of the highway itself to prevent flooding at Ogden and meet today's and future traffic needs.

Reasons for the Project

I have already discussed the importance of expanding airport facilities. Those needs grow exponentially with time. I have also mentioned the benefit to our region and to the state for access to the railhead at the fort. Therefore let me concentrate on K-18.

There are certainly economic reasons to improve K-18. Likewise, it is critical to the community of Ogden that drainage and flood control be developed to prevent damage from flooding as was particularly the case in 1977 and again in 1993. But there is an even greater reason.

K-18 presently serves 18,000 vehicles a day traveling at speeds of 65 mph or greater. Side road access was insignificant when the present 4-lane was designed. Today Scenic Drive carries 5400 cars and trucks a day and already Wildcat Creek Road carries large numbers of employees to the new corporate technology park. The park will eventually serve literally thousands of employees.

Already safety has become an issue and will continue to get worse as traffic increases. From the data we have collected, in the past five years there have been 328 accidents along the short stretch of K-18 from just east of the Manhattan Holidome to the west edge of the city limits. Of those, 88 were injury accidents and there was one fatality. Over the entire length of the proposed project there have been 492 accidents, of which at least 128 were injury related resulting in four deaths. These numbers will become only worse as traffic increases.

Conclusion

Again we urge your support of a comprehensive transportation program for our state. We ask that you encourage the program to be flexible as new needs are identified and that transportation be defined in the broadest sense so that all Kansans benefit from the program.

Thank you for listening.

Respectfully submitted,

Richard B. Hayter, Ph.D., P.E.
1920 Grandview Drive
Manhattan, KS 66502-3722

Home Phone: (785) 537-8176
Office Phone: (785) 532-6026

Manhattan Area Transportation Strategy:
Connecting to 2020

Working Paper #1

Goals and Objectives

June 1998
Revised July 3, 1998

Section 1. Project Overview

Introduction

The purpose of this report is to document the planning analysis, results, and recommendations of the *Manhattan Area Transportation Strategy: Connecting to 2020*. This project is guided by a Steering Committee and a Technical Committee (listed below), with considerable input from the general public, and is being coordinated with the City's 1991 Comprehensive Plan and other previous plans and studies.

Manhattan Transportation Plan Steering Committee

Edith Stunkel, League of Women Voters; Committee Chairperson
Dave Colburn, Citizen at Large; Committee Co-Chairperson
Bruce Snead, City Commissioner
Monty Wedel, Riley County Planning Director
Bill Ahrens, Kansas Department of Transportation
Rick Elliott, Pottawatomie County Public Works Department
John Maberry, USD 383
Junell Norris, Social Services
Bobb Stokes, Manhattan Urban Area Planning Board
Steve French, Riley County Police Department
Steve Berland, Manhattan Chamber of Commerce
Ron Hill, Manhattan Area Builders Association
Bill Muir, KSU Administration
Rita Newell, KSU Transportation Committee
Elizabeth Gregory, KSU Student
Linda Kreiser, Fort Riley Transportation Officer
Jim Roberts, Citizen at Large
Scott Morrill, Business District
John Walters, Contractor
Glen Nelson, Aging Transportation Agency

Manhattan Transportation Plan Technical Committee

Ron Fehr, Assistant City Manager
Karen Davis, Planning Department Director
Jerry Petty, Public Works Department Director
Ken Black, Airport Director
Larry Reese, Director of Fire Services
Terry DeWeese, Parks and Recreation Department Director
Eric Cattell, Senior Planner

The City retained TranSystems Corporation, Inc. to develop this 2020 Transportation Plan. The TranSystems team included ETC Institute, Landplan Engineering, P.A., and Stinson, Mag & Fizzell. The project began in April, 1998 and is planned to be completed in March, 1999.

Study Purposes

The purposes of this study are: 1) to analyze the existing transportation system, including the roadway network, parking facilities, transit/paratransit services, pedestrian/bicycle facilities, and freight/goods movement; 2) to determine the future transportation needs in the Manhattan area; 3) to recommend the most appropriate transportation system improvements; and 4) to identify funding sources for the recommended improvements.

Guiding Principles

The following guiding principles developed by the TranSystems team, along with the stated goals and objectives, provide a framework for the review and evaluation of the comprehensive transportation system, as well as the development of transportation alternatives and solutions in support of the Comprehensive Plan.

- The transportation system will be multi-modal, i.e., emphasize all modes of transportation.
- The transportation system must emphasize the needs of people rather than vehicles in assuring access to jobs, services and recreational opportunities.
- Transportation policies and investments should help conserve energy, protect environmental and aesthetic quality, strengthen the economy, promote social equity, and make the community and its neighborhoods more livable.
- Kansas State University is a vital part of the community; transportation systems need to recognize the unique travel characteristics in and around the campus.
- The transportation plan is but one component of the community blueprint; it needs to be coordinated with the Comprehensive Plan elements and should be integrated with current City and County systems such as GIS and take advantage of current equipment and infrastructure.
- The transportation strategy must be affordable and financing must be identified.

Goals and Objectives

The comprehensive transportation plan addresses all modes of travel and all users of the various transportation systems to identify and develop the optimum combination of facilities and services to meet the needs of the community. The goals and objectives for the comprehensive transportation plan were developed based on the broad goals and objectives outlined in the Land Use component of the Comprehensive Plan and input solicited from the community.

The goals and objectives intended to guide the development of this *Manhattan Area Transportation Strategy: Connecting to 2020* are listed below. There is no significance to the designation or sequence of the goals.

Goal A. Provide and maintain a safe and effective network for users of arterial and collector streets.

Objective 1: Define a hierarchical series of arterial and collector streets representative of their function in the community.

Objective 2: Achieve and preserve efficient levels of service on street segments and at intersections. Arterial streets will operate at Level of Service D or better; other streets will operate at Level of Service C or better.

Objective 3: Remedy conditions where correctable accident patterns appear.

Objective 4: Optimize traffic signal operations and to coordinate series of traffic signals to minimize delay and vehicle emissions.

Goal B. Enhance and maintain residential streets to promote safety, comfort and convenience and to preserve a high quality of life.

Objective 1: Review and enhance current Neighborhood Traffic Control policies and practices.

Objective 2: Develop programs and policies to achieve consistency yet recognize the variety of residential street types and their relationship to the total street system.

Objective 3: Develop programs, plans, and policies which minimize through traffic on residential streets.

Goal C. Enhance safety, convenience and utility of the transportation system for pedestrians and bicyclists.

Objective 1: Develop and maintain a system of sidewalks that eliminates critical gaps, promotes linkage, and accommodates the variety of users.

Objective 2: Advance the goals, policies and plans outlined in the Bicycle Master Plan and Linear Park Master Plan.

Objective 3: Identify solutions to the conflicts that occur between pedestrians/bicyclists and vehicles.

Goal D. Provide safe, convenient and affordable public transportation.

Objective 1: Document and assess the current public transportation systems in the community.

Objective 2: Identify those persons most dependent on and willing to use public transportation.

Objective 3: Identify and evaluate alternate strategies for implementing public transportation; taking into account the various travel purposes and times of travel.

Goal E. Provide adequate parking and alternative modes of mobility to support major attractions and development.

Objective 1: Measure and assess parking supplies and demands downtown, in Aggieville, and in the Kansas State University campus.

Objective 2: Quantify deficiencies and develop alternative plans and/or strategies which best serve the particular area at the least cost.

Goal F. Improve communication, coordination and cooperation in developing transportation goals, policies and plans.

Objective 1: Develop a cooperative planning process that emphasizes communication and coordination among affected parties (e.g., City of Manhattan, KSU, Riley County, Pottawatomie County, USD 383, Fort Riley, City of Ogden, business districts, chambers of commerce, neighborhoods, other communities in the area, and all individuals and entities that use the area's transportation system) in the development of a transportation plan for Manhattan.

Objective 2: Foster intergovernmental and interagency cooperation regarding transportation issues of local and regional interest.

Objective 3: Coordinate Kansas State University transportation planning efforts with those of the City's.

Goal G. Be prepared for the time when Manhattan will meet federal guidelines to qualify as a metropolitan planning area.

Objective 1: Identify the requirements and opportunities associated with the designation of a metropolitan planning area under federal guidelines.

Objective 2: Conduct the comprehensive transportation study in a manner consistent with federal and state guidelines so that it will be adopted by federal and state agencies.

Objective 3: Engage communication with applicable state and federal agencies.

Goal H. Guide the transportation components of future private development such that investments are consistent with the community's long-range transportation strategy.

Objective 1: Encourage development practices which promote safe neighborhoods with access to multiple modes of travel for residents.

Objective 2: Review current planning and public works policies, standards, design criteria and practices related to transportation systems.

Objective 3: Identify changes to planning and public works documents which are integral to the development approval process in order to guide developers, property owners, staff and decision makers as to the desired and required transportation components.

Goal I. Blend the various modes of transportation into a cohesive system.

Objective 1: Identify current and potential conflicts and opportunities between modes of travel.

Objective 2: Develop plans, policies, and programs to enhance the interaction between modes of travel.

Goal J. Continuously optimize the performance of our transportation systems.

Objective 1: Identify benchmarks and indicators of transportation system performance.

Objective 2: Develop a process whereby transportation system performance is periodically measured and assessed and the results incorporated into the transportation planning process.

Goal K. Provide a balanced system of streets, sidewalks, bikeways and public transportation to meet the mobility needs of the Manhattan Area in the year 2020.

Objective 1: Assure equitable public and private investment in different modes of travel.

Objective 2: Maximize the number of modes available for residents to get to employment, recreation, shopping and services.

Objective 3: Reduce the number of vehicle miles driven.

Summary of Committee Recommendations

The Riley County Road and Bridge Advisory Committee (RBAC) was appointed by the Riley County Board of Commissioners in September 1997 and charged with the responsibility of reviewing past and present state, county and township road and bridge construction and maintenance strategies. Based on the results of that review, the RBAC was asked to provide the Board of Commissioners with 1) a summary of findings from the review, 2) a report of the conclusions drawn and 3) a plan or set of recommendations for future road and bridge programs. This section of the report summarizes the committee's recommendations. The bases for these recommendations are presented in detail in the body of the report.

1. The RBAC recommends that the County Commissioners appoint a standing committee to implement the recommendations put forth in this report. It is recommended that the standing committee consist of three ex-officio, non-voting members of the county staff and five citizens to be appointed for staggered three year terms. The county staff members shall be the Director of Public Works, the Assistant Director of Public Works and the Planning Director. Citizen members should not be allowed to succeed themselves on the committee. The responsibilities of the standing committee shall be as follows:
 - 1.1 refine and implement the project ranking system proposed by the technical subcommittee (see Appendix A of this report);
 - 1.2 refine and implement the process proposed by the planning and environmental subcommittee for evaluating new road construction proposals (see recommendation 7); and
 - 1.3 assist the Board of Commissioners in evaluating the feasibility and desirability of implementing the potential road and bridge funding sources outlined in recommendation 10.
2. The RBAC recommends that the County Commissioners amend all Riley County highway maps and related official documents to conform with the Kansas Department of Transportation (KDOT) road classification system.
3. The RBAC recommends that the County Commissioners revise the existing township road standards as specified in Appendix B of this report.
4. The RBAC recommends that the Riley County Planning Board and the Board of County Commissioners reaffirm and implement the transportation-related goals, objectives and policies in the 1987 Comprehensive Plan (see Appendix C of this report).
5. The RBAC recommends that the basic philosophy presented in the paragraph in the *Future Land Use* section of the 1987 Comprehensive Plan be implemented by specifically identifying those portions of the county that are less desirable for development due to their value for agricultural production or as open space.

6. The RBAC recommends that the County Commissioners continue to explore the idea of corridor management plans for state highways in Riley County and participate as a partner in the process if KDOT decides to move forward with development of these plans. The County Commissioners should encourage public participation and intergovernmental cooperation in the development of these plans early in the process.
7. The RBAC recommends that all proposals for new roads that will involve an investment of public dollars be evaluated through the following process.
 - 7.1 The standing Road and Bridge Advisory Committee (see recommendation 1) shall conduct a public hearing to determine whether the proposed road should be included in the Comprehensive Land Use Plan. In formulating its recommendation(s), the standing RBAC shall solicit broad public comment and consider the transportation-related goals, objectives and policies in the 1987 Comprehensive Plan (see Appendix C of this report) and any other relevant transportation studies.
 - 7.2 The standing Road and Bridge Advisory Committee shall forward its recommendation as to whether the proposed road should be included in the Comprehensive Land Use Plan to the Riley County Planning Board and/or the Manhattan Urban Area Planning Board, as appropriate.
 - 7.3 If the results of the public hearing indicate that the proposed road should be included in the Land Use Plan, and following amendment of the Land Use Plan by the appropriate planning board, the amendment shall be forwarded to the Board of County Commissioners for its approval.
 - 7.4 Following approval by the Board of County Commissioners, the Board of County Commissioners shall fund a study to determine the precise alignments and right-of-way needs for the proposed roads. This study shall include an environmental assessment of all proposed alignments as well as a determination of the estimated costs of each proposed alignment.
 - 7.5 Following completion of the study, the Board of County Commissioners shall conduct a final public hearing before selecting the final alignment. The final alignment shall then be incorporated into the Land Use Plan.
 - 7.6 Following selection of the final alignment, the Board of County Commissioners shall fund the completion of a plan that will specify:
 - a. the estimated cost of the project;
 - b. funding source(s) for the project;

- c. environmental impacts and necessary mitigation efforts; and
- d. a timetable for completion of all phases of the project.

7.7 Once funding is secured for the project, the Board of County Commissioners shall initiate the preparation of detailed construction plans for the project.

8. The RBAC recommends that as part of the land development planning process, all available options for financing development shall be thoroughly explored and implemented if determined to be practical and legally defensible. Following is a partial list of ideas that should be examined:

- a. greater use of benefit districts to finance initial improvements;
- b. The use of benefit districts for ongoing maintenance needs;
- c. lump-sum payments or payments in-kind from a developer for off-site impacts determined to be directly attributable to the development;
- d. the use of impact fees for specific road improvements; and
- e. the use of impact fees to cover the general costs to the community that result from development.

9. The RBAC recommends that prior to a decision on any development proposal involving roads in Riley County, comment on the proposal shall be solicited from all governmental entities that may be affected by the proposal and those comments shall be seriously considered.

10. To insure that the County Road and Bridge fund will be adequate to meet future needs, the RBAC recommends that the Board of Commissioners actively pursue the following funding policies and programs. While 13 options are offered, the RBAC recommends that the Board of County Commissioners pursue these options based on the political desirability of achieving a particular recommendation.

10.1 Road and Bridge Budget. The RBAC recommends that the Board of County Commissioners not use the Road and Bridge operating budget to balance the county operating budget. The RBAC also recommends that the Board of County Commissioners refrain from making large cuts in the Road and Bridge operating budget as a means of keeping the entire county operating budget under the statutory tax lid.

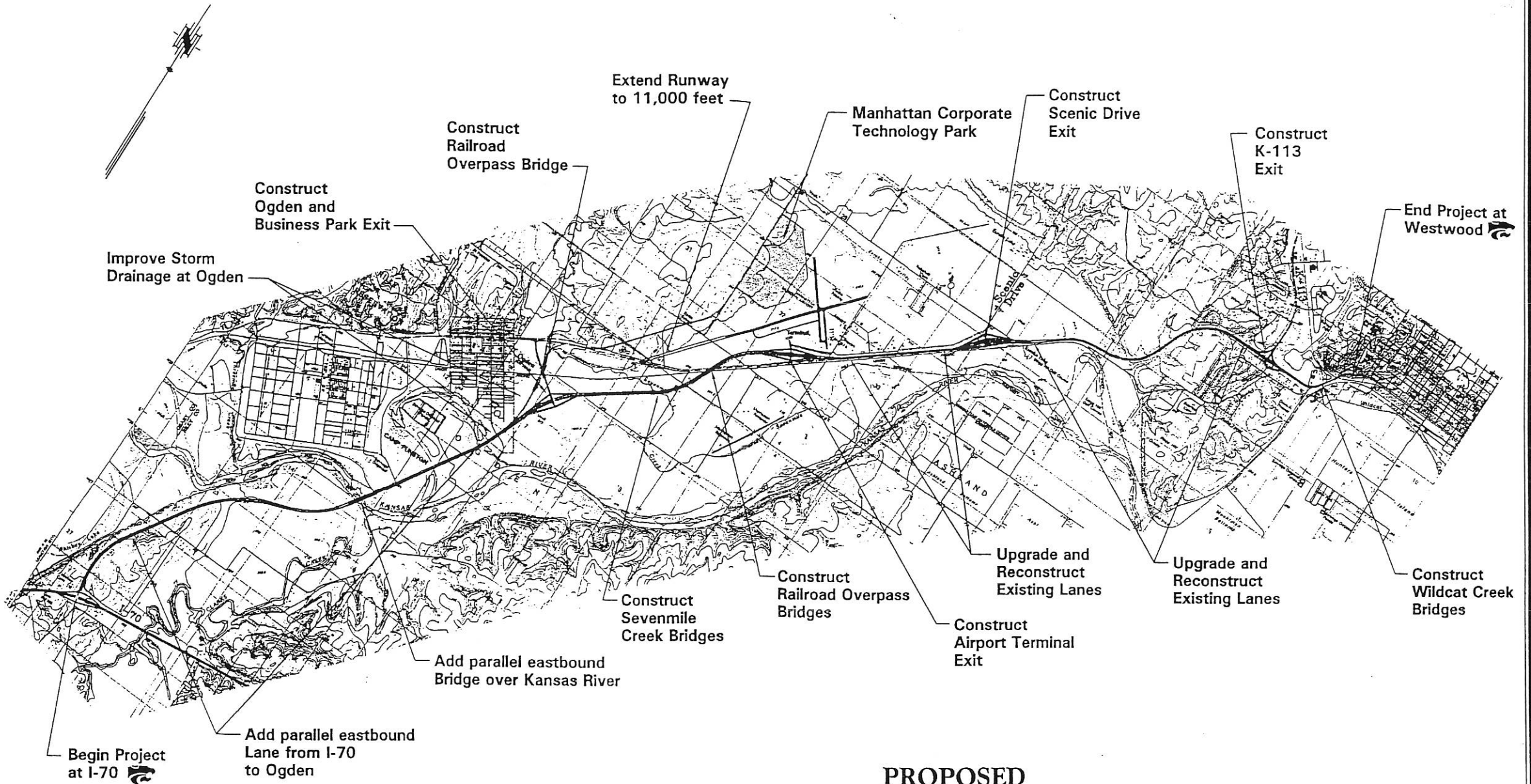
10.2 Tax Lid. In order to achieve the previous recommendation concerning the Road and Bridge Budget, the RBAC recommends that the Board of County Commissioners consider seeking permission from Riley County voters to remove the entire Riley County operating budget from under the tax lid.

10.3 Local Motor Fuel Taxes. There is presently no authority to collect a local motor fuel tax. The RBAC recommends that the Board of Commissioners investigate the desirability of establishing a local option motor fuel tax. The RBAC estimates that each penny of fuel tax would generate approximately one-quarter million dollars per year in additional

- revenue for Riley County. The RBAC recommends that this additional revenue should be used exclusively for road and bridge construction and maintenance projects. Authority from the Kansas Legislature will be required to implement such a tax.
- 10.4 Local Earnings Tax. The local earning tax is a taxing tool that could be used to collect revenue from those who work in Riley County. It is typically collected as a payroll deduction as a percentage of the gross pay of each pay check written. The proceeds of such a tax could be set aside for road and bridge maintenance activities. The RBAC recommends that the Board of Commissioners investigate the desirability of establishing a local earnings tax. Implementation of a local earnings tax will require authority from the Kansas Legislature.
 - 10.5 Local Option Excise Tax. An excise tax is a tax on vehicle tires, batteries, repair parts and labor costs. The RBAC recommends that the Board of Commissioners investigate the desirability of establishing a local option excise tax. Implementation of a local excise tax will require authority from the Kansas Legislature.
 - 10.6 Local "Wheel" Tax. The local option wheel tax or local registration fee is not currently legal in Kansas. The RBAC recommends that the Board of Commissioners investigate the desirability of establishing a local wheel tax. The wheel tax could be collected at the time of vehicle license tag sales. The proceeds of this tax should be dedicated exclusively for funding road and bridge construction and maintenance projects. Implementation of a local wheel tax will require authority from the Kansas Legislature.
 - 10.7 Special City-County Motor Fuel Tax. The RBAC recommends that the state motor fuel tax be increased, with one-half of the new revenue going directly to the special city-county motor fuel tax fund for distribution to Kansas cities and counties. The other half of the funds could go to the state highway fund. The RBAC also recommends that the legislature remove the cap on the demand transfer from the state to the special city-county motor fuel tax fund.
 - 10.8 Local Retail Sales Tax. The RBAC recommends that a specified amount of the annual local retail sales tax revenues be designated for road and bridge construction projects. When the voters were considering the local retail sales tax issue in the 1980's, the Board of County Commissioners pledged that a portion of the new revenues would be used to maintain roads and bridges in Riley County. The RBAC recommends that this pledge be honored.
 - 10.9 Property Taxes. The RBAC recommends that a significant portion of the annual mil levy from property tax revenues be devoted to the road and bridge fund for use in funding road and bridge maintenance projects.
 - 10.10 Kansas Department of Transportation (KDOT) Grants. The RBAC recommends that

Riley County identify and apply for all KDOT economic development grants and other road and bridge improvement grants for which Riley County is eligible.

- 10.11 Federal Highway Trust Fund. The RBAC recommends that Riley County use the funds allocated to it under the various Federal Highway Acts for the construction of new highway projects or the reconstruction of existing highway facilities. This program is currently limited to less than \$300,000 per year for Riley County. While these funds do not represent a financial cornerstone for any local highway program, they can be used to supplement other funding programs.
- 10.12 Bond Issues. The RBAC recommends that the authority granted in Senate Bill 679, as passed by the Kansas Legislature during the 1998 session, be used by Riley County to fund all large capital improvement projects. "Large" capital improvement projects could be defined as those costing more than \$250,000. For capital improvement projects costing less than \$250,000, the RBAC recommends that these projects be funded by the Riley County Capital Improvements Plan.
- 10.13 Dedicated Revenues. The RBAC recommends that revenues generated from any of the potential sources outlined above be dedicated solely to road and bridge construction and maintenance projects in Riley County. The RBAC strongly recommends that these new revenue sources not be used to directly or indirectly fund any other Riley County government programs.



**PROPOSED
 KANSAS HIGHWAY NO. 18
 & MANHATTAN REGIONAL AIRPORT
 IMPROVEMENTS**

1-15

1-15

US HIGHWAY 24 TRAFFIC ANALYSIS

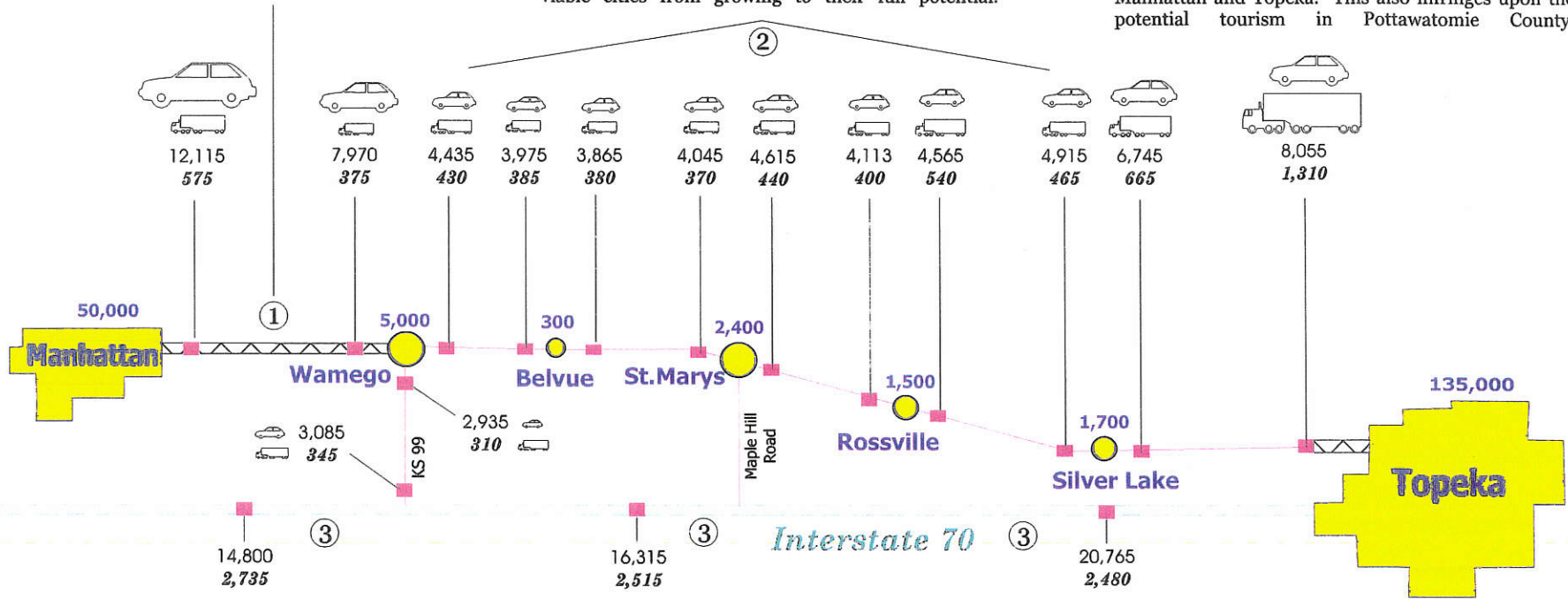
POTTAWATOMIE COUNTY ECONOMIC DEVELOPMENT CORPORATION



① As part of the last comprehensive transportation plan of the state, US 24 was widened to four lanes between Wamego and Manhattan.

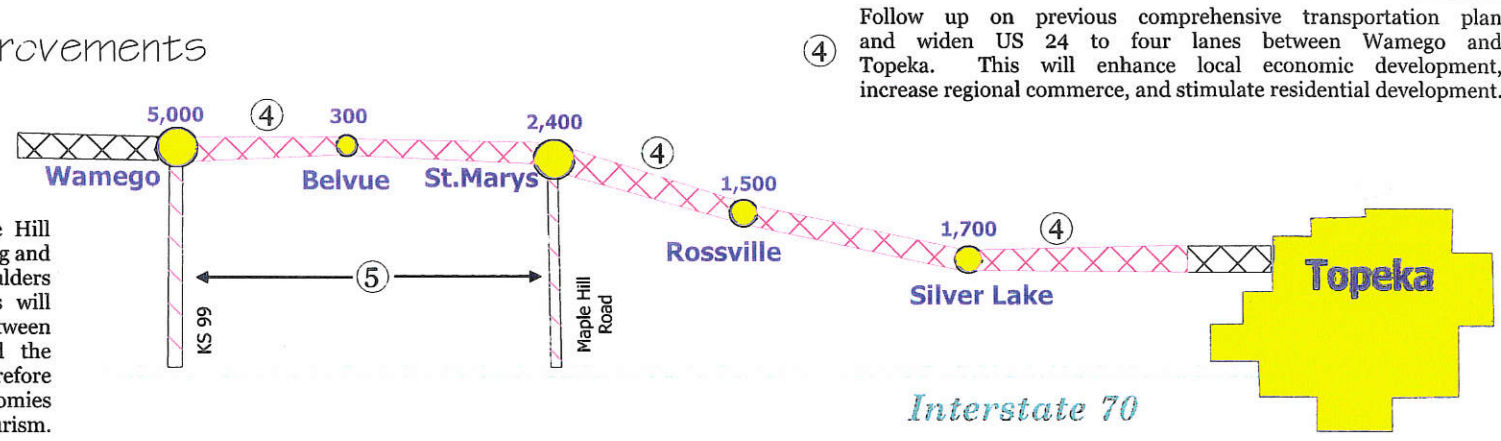
② Traffic counts decrease between Wamego and Topeka because US 24 narrows to two lanes and is congested. This in turn keeps the economies of three economically viable cities from growing to their full potential.

③ There is no efficient access between US 24 and the heavy traffic volume of Interstate 70, which in turn limits commercial activity throughout the area between Manhattan and Topeka. This also infringes upon the potential tourism in Pottawatomie County.



Proposed Improvements

⑤ Improve KS 99 and Maple Hill Road, including straightening and providing adequate shoulders and a passing lane. This will enhance traffic flow between heavily travelled I-70 and the US 24 corridor, therefore improving local economies and bolstering tourism.



④ Follow up on previous comprehensive transportation plan and widen US 24 to four lanes between Wamego and Topeka. This will enhance local economic development, increase regional commerce, and stimulate residential development.

REPUBLIC COUNTY FACT SHEET

FEBRUARY --- 1999

TO: MEMBERS OF THE TRANSPORTATION COMMITTEE

First, thank you for the State's accomplishments on Highway 81 and Highway 36, both of which pass through Republic County. We feel proud, as we are certain you do, of these highways which are an integral part of the newest transportation, tourism, and economic corridor in Kansas.

Republic County, located on the Nebraska border in North Central Kansas, has approximately 90 miles of asphalt roads, 700 miles of graveled roads, and 482 miles of dirt roads to maintain. This is accomplished by an annual budget of 1.5 million dollars.

ITEMS OF CONCERN FOR REPUBLIC COUNTY

I. Due to the state line location, a port of entry has been located in our county for many years. However, in September of 1993, the State of Kansas moved this new scale on US Highway 81. This places the port at approximately thirteen (13) miles south of the state line. It is a documented fact that, since that day, a great deal of semi traffic leaves the main highways of US 81 and US 36, and detours around the port of entry on county roads. (See Attachment "A"--KDOT 1997 Traffic Count.)

It is evident from this KDOT 1997 Traffic Count that, coming from the north, the truck traffic on US 81 drops from 1,115 north of Belleville to 1,000 south of Belleville. (It is also apparent that the volume increases on US 81, south of the port of entry.) The truck traffic from both the east and the west, on US 36, also decreases as it approaches Belleville, while the county road truck traffic increases.

Obviously, the Republic County roads are suffering due to a scale and port of entry located within its boundaries. We are requesting assistance due to the fact that there are very few state scales and ports of entry in operation.

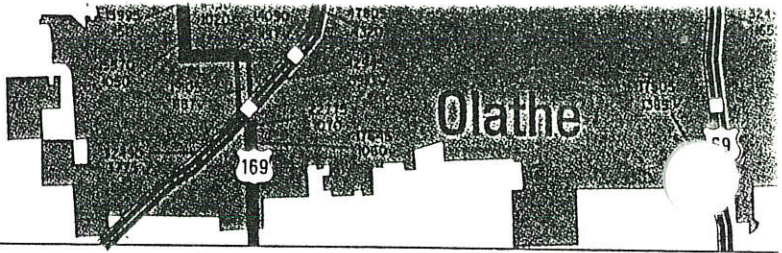
II. In addition, it is noted that there are fewer than twenty (20) towns in Kansas which have no paved state spurs to the state highway system. (See Joint Resolution No. JR 98-01, p. 2, Section b.) Of these twenty (20) towns, three (3) of them--Munden, Narka, and Republic--are located in Republic County. This would indicate that fifteen (15%) of the Kansas towns having no paved state spurs to the state highway system lie in Republic County.

We request that the State of Kansas assist us in resolving this inequality, resulting in a fairer ratio of state spurs compared with other counties in the state.

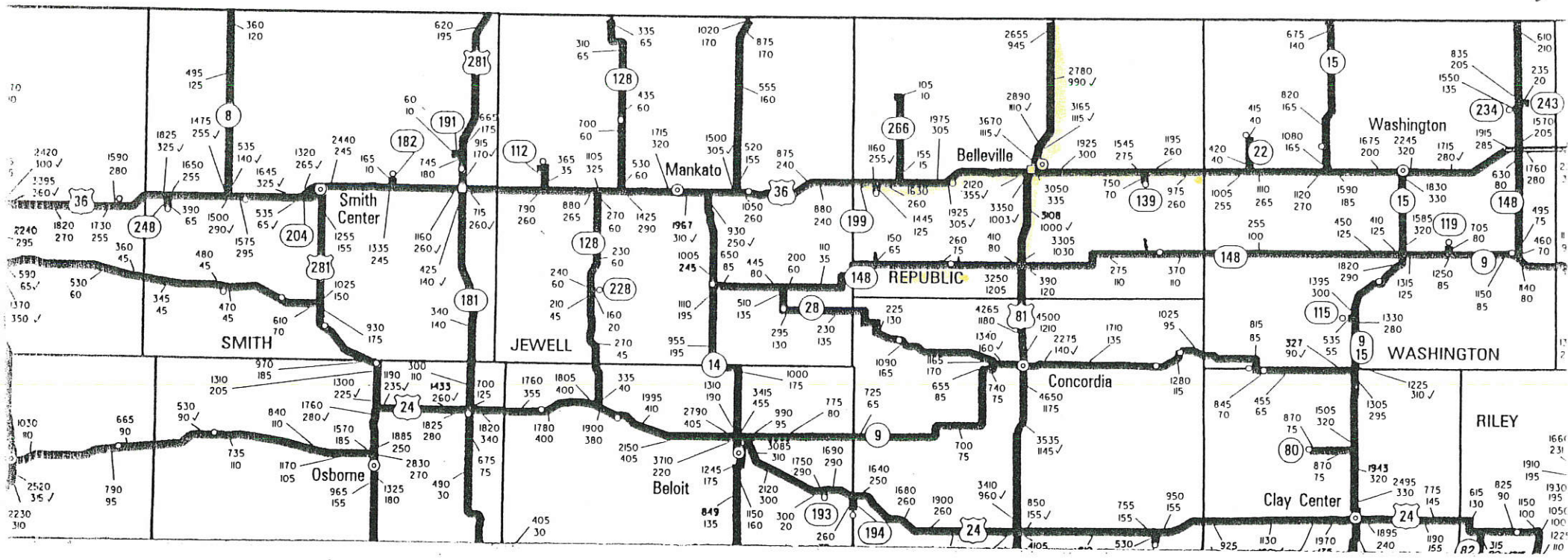
While Republic County has no problem with the fact that it must maintain its own roads, the County Commissioners feel that extenuating circumstances described above would indicate a definite need for funds being made available to the county to construct and maintain the roads which are being damaged due to circumstances beyond the county's control.


Doane Sells, Member
Republic County Board of Commissioners

JOINT SEN. & HOUSE TRANS. COMM.
February 18, 1999
Attachment #3



3-2
13



3-2

JOINT RESOLUTION NO. JR 97-01

A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR JEWELL COUNTY, REPUBLIC COUNTY AND WASHINGTON COUNTY, KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, one of the major responsibilities of County government is to plan for the immediate and long-term transportation needs of the county;

WHEREAS, the Boards of County Commissioners of Jewell County, Republic County, and Washington County, Kansas (hereinafter the Counties), have conducted the necessary investigations to identify the transportation capital improvements that are needed in the Counties; and

WHEREAS, these specific transportation capital improvements are essential to the health, safety and welfare of its citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic well-being of the Counties and to their long-term growth and development; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the Counties from being accomplished; and

WHEREAS, the counties are unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the department of Transportation cannot sufficiently address the transportation needs of the Counties and other counties across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW THEREFORE BE IT RESOLVED BY THE BOARDS OF COUNTY COMMISSIONERS OF JEWELL COUNTY, REPUBLIC COUNTY AND WASHINGTON COUNTY, KANSAS, MEETING IN JOINT SESSION:

Section 1. Priority Transportation Projects. After careful consideration of the transportation needs in the Counties, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the Counties and their citizens:

- a. The Counties each have certain communities served by roads that are in need of paving or major reconstruction. The future Comprehensive Highway Program should include some provision by which counties receive an enhanced share of the available funds to use for enhancement of such roads.
- b. Approximately ninety towns in Kansas lie three or more miles from a state or federal highway. Fewer than twenty of those have no paved road access to the state highway system. The future Comprehensive Highway Program should extend the State Highway System to those towns. Alternately special funds should be made available to the county for construction of such paved roads. The Counties shall jointly contact other counties that may be supportive of this concept to solicit their support.
- c. Kansas Highway 148 from its west terminus to its east terminus should be targeted for major modification. Hills should be reduced, pavement should be widened, shoulders should be constructed to meet the safety standards of the State Highway System.
- d. A new State Highway should be established to lie East-West along the northern part of the northern tier of counties. Such a highway would serve a series of communities that have better access to Nebraska than to Kansas. The new highway will run from Kansas 14 on the West to Kansas 148 on the East, approximately 60 miles. The highway will serve Lovewell Reservoir, Webber, Republic, Pawnee Indian Museum State Historical Site, Munden, Narka, Sixth Principal Meridian Monument, Mahaska, Washington County State Fishing Lake, Hollenberg, and Hollenberg Pony Express Station State Historical Site. This is an area where a short-line railroad has been discontinued and highways are receiving extra traffic. The new highway would serve major tourism and industrial sites in the area.
- e. Kansas Department of Transportation should continue support for existing short-line railroads, saving wear and tear on County and State highways.
- f. Airports have become vital links in the delivery of medical services to the counties. The future comprehensive Highway Program should have provisions and funds to enable rural counties to maintain hard surface runways and parking aprons sufficient to meet the future needs.
- g. Legislators and local government officials should be encouraged to avoid making promises regarding taxes during this election year. The future economic vitality of the Counties and the State depends on the legislature and local officials having the latitude to act according to the best interest of the citizens.

h. The Counties should each enact Resolutions to address the transportation capital needs that are unique to each of them.

Section 2. New Comprehensive Transportation Program. The Counties hereby endorse and support the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

Section 3. Dissemination. The county clerk of each of the Counties shall send copies of this resolution and any supporting documentation to: Governor Bill Graves; State Senator Janice Hardenburger; State Senator Janis Lee; State Representative Clay Aurand; State Representative Sharon Schwartz; all candidates for state representative; all candidates for local office; all local news media outlets; and the Kansas Association of Counties.

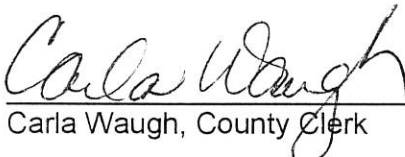
JOINTLY ADOPTED this 22nd day of June, 1998

for Jewell County


Frank D. Langer, Chairman

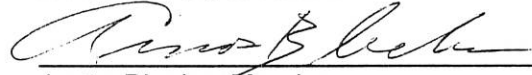
Deyle Alcorn, Member

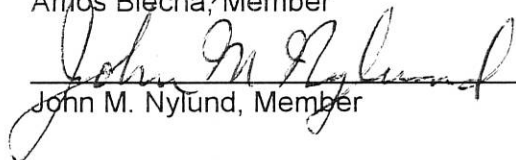
John E. Stover, Member

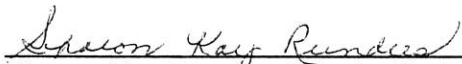

Carla Waugh, County Clerk

for Republic County


Doane Sells, Chairman



Amos Blecha, Member


John M. Nylund, Member


Sharon Kay Rundus, County Clerk

for Washington County


Malcolm Stamm, Chairman


Gene Helms, Member


Lou Kern, County Clerk


Wilbur Juveneman, Member

To the Members
Of the Joint
House and Senate
Transportation Committees
February 18, 1999

On behalf of the residents in Belleville, Kansas, I want to thank the House and Senate Members present, for taking time to listen to our communities' thoughts on transportation issues.

I first want to applaud those of you who sat on the Transportation 2000 Task Force this past summer, also Governor Graves for developing the Transportation 2000 Task Force for all the time they spent in communities throughout our state. Our hope is that we will see a transportation plan approved this year that will be beneficial to all our citizens in our community as well as statewide. We have built a strong 'partnership' with our legislators in the past and we hope to continue.

Belleville is a community of 2,500 residents in North Central Kansas that depends highly on our highway system, our airport and rail transportation. Our community makes the 'First Impression' of what people driving South from Nebraska have come to expect a good safe highway. On the other hand we are the last community people see traveling North as they leave the state, therefor the last impression we can make on our travelers. I understand that first impressions will last a lifetime or for some, only a few minutes for others. Just 10 miles from our front door is all you have to travel to see what Nebraska has made as a priority for their states 'First Impression', with the improvement of their 81 Highway Expressway.

Belleville is located in the Center of the Pan-American Highway route, the longest, and most direct route from Canada to Mexico in the United States. At a Pan-American Highway meeting this past summer in Cloud and Republic counties, Senator Jerry Moran announced that Congress had earmarked \$21 million dollars for 11 miles of highway improvements North of Concordia. This leaves approximately 11 miles of two lane Highway 81 roadway unfunded ; although funding through the 'Comprehensive Highway Plan' this year could complete this vital link to our neighboring states.

The 'First Impressions' of the Highway 81 and the Pan-American Highway as you travel into Kansas is a two lane highway with over 3,000 vehicle units a day traveling into and through our community and state, similar to what enters Kansas on it's Southern border on the Interstate highway. The 'First Impressions' of driving 30 miles on a two lane highway hopefully will not last long, therefore we must make up for the frustrations of 2-lane traffic with friendly people or an attractive city. We are excited about the progress that has been made in our community with the rebuilding of the 81 Highway Expressway and look forward to having the project completed this year. The anticipated economic growth is already started to happen and plans are being made to expand utilities for our future

growth. The completion of the last 11 miles of the Highway 81 Expressway will only strengthen our economic growth.

Belleville is at the '**Crossroads of America**', our community is intersected by Highway 36 and Highway 81, which are highly important to our community as freight services are daily bringing raw materials into our manufacturing businesses and shipping finished products to various markets around the world. Our local manufacturers rely heavily on our highways transporting the manufactured medical supplies to hospitals, medical clinics, and nursing homes and training rooms throughout our nation. One facility supplies a majority of the identification wristbands at music concerts, and large sports gatherings. These two manufacturing facilities have opened international trade opportunities allowing our products to be on store shelves in five countries today. Strong support of the continuation of this Comprehensive Highway plan to improve the final 11 miles to the Nebraska border will insure faster and more effective transportation needs when shipping goods from Belleville, Kansas to their international markets. Almost one-third of the employees at these two facilities commutes into our community daily and without the improved transportation system, we will be putting their lives at risk. Please help improve our highway system, and continue the connecting link programs, which will allow our manufacturers to grow and prosper.

Our community operates and funds a Travel Information Center, another of our 'First Impressions' inside our Kansas Borders. We boast of over 32,000 registered travelers in 1998, who stopped to take a break, drink a cup of coffee and see what Kansas has to offer. We expect this Information Center to nearly double its visitors once the High Banks Hall of Fame Museum, which can be located at: [http://www. highbanks-museum.org](http://www.highbanks-museum.org) is constructed next door. You undoubtedly have attended or have seen information about our communities National Midget Racing Facility in which Belleville boasts of the World's Fastest Half-Mile Oval Dirt Track. Races each summer, during our county fair, triples the size of our community in less than five days. This facility has seen several national racing heroes, such as the recent Daytona 500 winner, Jeff Gordon. Jeff is a hometown favorite to many community supporters and raced here just a few years ago. These facilities success depend highly on the Comprehensive Transportation Plan for 1999, as support for our racers and racing fans is important to the High Banks future.

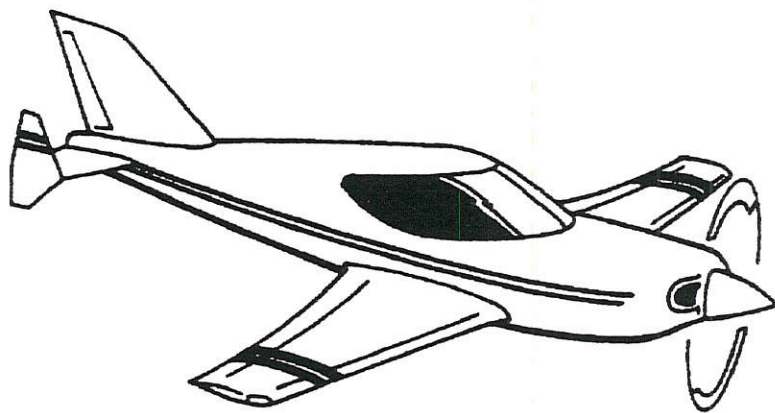
I was surprised to learn when we moved to Belleville this past fall; the Department of Transportation had made no plans to re-install the lighting through our community once completed with the highway transformation. We find it is the responsibility of our community to light

and sign our community to make it appealing to our states visitors. We are underway in a design phase for our new lighting plan and will develop a multi-phased project to light up the state's highway through our community and develop a signage plan that fits into the requirements we and the state have designed. We also will develop the budgeting necessary to complete this project in our Year 2000 and beyond budgets. State assistance in replacing and improving lighting through our community and at the 'Crossroads' of Highway 81 and Highway 36, will be planned and hopefully approved.

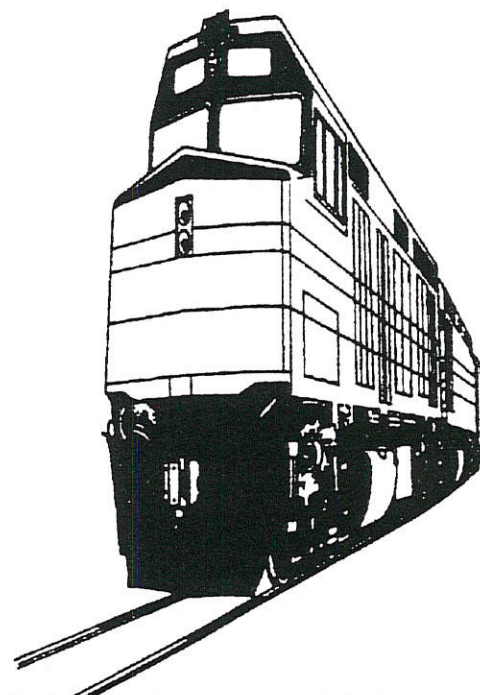
Although our community is small, our local airport is vital to our medical care with several medical transfers being preformed each year. Our airport is need of asphalt overlay in our fueling area, taxiway and parking areas. We also estimate that the runway surface will need cracks filled and repainting the surface should happen in the near future. With the limited use, funding has not been a priority and therefore assistance in these repairs will be necessary. The over \$50,000 in repairs without assistance may not be made without the sacrifice of other projects within our community.

Our rural agriculture economy depends on our area farmers getting their crops into a market place, which our community supplies to the region. Transportation issues also include the Mid-States Port Authorities ability to transport grain to larger markets through their railroad facilities. We transport over 300-grain cars a year from one of our local facilities in Belleville alone. This would amount to another 3,000 semi trucks on our local streets and highways per year without the railroad assistance. The continuation of the connecting link program and rail transportation is also a concern to our community and we hope you will consider it's needed funding when passing the Comprehensive Transportation Plan this year.

As you have heard in past reports, and will hear in future reports, a realistic and practical, yet achievable, Transportation Program is essential to our communities' growth. The need to provide and restore funding to airports, railways and highways are of major importance to the City of Belleville. We support the League of Kansas Municipalities and the Economic Lifelines proposal of \$2.7 billion in total resources for projects around our state similar to what I spoke about today. Funding is your biggest dilemma as we feel it will require a combination of sources, including user fees, demand transfer's and some bonding. I urge you to consider the needs of our community and develop a transportation program that is frugal and feasible, not putting us into a long term debt situation.



LINKING OUR COMMUNITY TOGETHER



Marshall County

Testimony

By

Marshall County

Before the

House & Senate Transportation Committee

Regarding a new Comprehensive Transportation Program

February 18, 1999

Good afternoon, Mr. Chairman and members of the House and Senate Transportation Committee and other distinguished guests.

On behalf of the County Commissioners and citizens of Marshall county, I would like to express our appreciation to Secretary Dean Carlson and the Department of Transportation for the improvements given to our community through the last Comprehensive Highway Program. Through their diligence and efficient use of funds, excess monies remained available for further appropriations after the original projects were funded.

As many of you may know, I was honored to have been given the opportunity to serve on Governor Graves' Transportation 2000 study group. I was fortunate to have attended all twelve public meetings throughout the state. Our study group listened to 35 hours of positive testimony covering a wide range of needs with varying priorities. Through this experience, I learned a great deal about the conditions of the state's transportation infrastructure and the crucial need to develop a new Comprehensive Transportation Program.

I appear before you today, as a delegate for the citizens of Marshall County to convey their specific transportation needs, concerns and support of a new Comprehensive Transportation Program. In preparation for today's testimony a core group of community business leaders and elected officials deliberated over the transportation issues which are challenging the safety and economic well being of our community. In an effort to insure a true representation of all Marshall county residents, this core group thoroughly reviewed the testimonies which citizens presented to the study group last September. The needs addressed during those testimonies have been identified.

Undoubtedly a high priority project is the grade separation structure between the Union Pacific rail line and U.S. Highways 77 and 36 in the Marysville area. Factors such as the consolidation of rail traffic to fewer miles of track, transporting Wyoming coal, containerized cargo and unit grain trains have increased traffic densities to a staggering 60 to 70 trains per day through the city of Marysville. In addition, train lengths have increased due to the use of distributed power.

February 18, 1999

Page 2

This increased rail traffic, has separated communities, delayed traffic for excessive periods of time and disrupted emergency services. Residents are routinely willing to take unnecessary risks to avoid these lengthy delays.

We share a concern for the safety of our citizens as well as others traveling through our county. Three busy railroad crossings located on U.S. Highway 36 west and U.S. Highway 77 north and south of Marysville are cause for special concern. Many travelers from the north and west choose to bypass these primary routes and take an alternate route through Oketo to avoid two of these crossings. This Oketo route consists of small highways and township roads which were never intended for such a volume of traffic.

This proposed grade separation would involve a joint partnership between the Union Pacific Railroad, KDOT, federal and local governments and others. The total cost of this project is estimated at \$45 million of which the railroad has already committed a substantial amount.

The citizens of Marshall county are also highly concerned with the condition and future of the Blue River bridge north of Blue Rapids on U.S. Highway 77 and State Highway 9. This bridge is a vital link for the south end of our county. In 1992 a truck accident forced the bridge to be closed for two weeks. This was a major hardship and expense for the whole county.

The safety of the bridge has been a concern for 20 years. Due to the manner in which the bridge was constructed, visibility is impaired and a sharp curve allows vehicles to drift across the center line. Fatalities have occurred due to loads shifting on this curve.

Area farmers have difficulty moving equipment across the bridge because of the poor visibility and the bridges narrow width. Most try to have a flagman stop traffic, regardless of the legality. This bridge is the only remaining passage across this waterway within a 20 mile radius. Loss of this crossing, even for a short time, would paralyze the southwest part of our county. We believe the most viable option is replacement of the bridge and realignment of the north approach. The cost of this project will be great, but cannot be measured against the lives lost and the value of this bridge to the community.

Marshall County would like to encourage the continued expansion of programs to assist the local government in maintaining and enhancing local road and bridge systems. Although federal and state funds have been appropriated to assist with these requirements, there are always additional needs.

We also encourage an increase to the current KDOT reimbursement of \$2,000 per lane-mile per year to maintain city connecting links such as U.S. Highways 36 and 77 and State Highways 9 and 99 which extend through Marshall county communities. Expenses incurred to properly maintain these roadways far exceed the current funding, therefore creating an enormous burden on local governments.

February 18, 1999

Page 3

We would also address the use of local roads to transport road materials to federal and state funded highway projects. Having had first hand experience with "haul roads", we have seen how a high volume of high speed, heavy trucks can destroy a road which was built for the purpose of carrying rural traffic. We do not believe the burden of the cost to repair these roads should be placed on the local taxpayer.

Many citizens of Marshall County support the realignment and expansion of State Highway 99 south of Summerfield extending to U.S. Highway 36 to eliminate three dangerous curves.

In addition to the numerous concerns involving roadways, Marshall County citizens have a vested interest in funding for the local airports as well as airports located throughout the state. An adequate airport is a key ingredient for economic growth in rural communities. To keep and attract major businesses, communities must have an airport that can safely accommodate various size aircraft for business trips by owners, employees and customers.

There is a need to lengthen the hard surface runway and properly maintain our local airport. This facility is an important link for routine and emergency medical services. Situated in a rural area of the state, Marshall County citizens depend heavily on outpatient services at our local hospital. Several doctors from Lincoln, Topeka, Manhattan and Wichita require the use of the Marysville Municipal Airport.

With regard to Public Transportation, our county is very grateful for the significant enhancements afforded through the current Coordinated Transit District program. We would encourage the continued support of this program thereby providing safe, accessible and affordable transportation for disabled, elderly and non driving citizens. Additional funding will be necessary to address the overall increases in operating expenses and the need to replace high mileage vehicles. Public Transportation is an important part of our community as it is the only means for many citizens to get to their employment, medical appointments, and religious activities therefore creating an improved quality of life for these citizens.

Lastly we recognize and support the need for assistance to rehabilitate short line railroads throughout the state. Our community, like others is concerned about the possible loss of short line rail service and the likely increase in heavy truck traffic on local roads to carry the products currently handled by rail.

Throughout the testimonies presented to the Transportation 2000 study group, I heard a resounding message of overall support of the traditional funding sources used in the last Comprehensive Highway Program. In preparation for today's testimony, our core group of local elected officials and business leaders contemplated our strategies for funding our desired transportation needs. Again, the consensus was strong support for traditional funding such as motor fuel taxes, vehicle registration fees, sales tax transfers and bonds.

February 18, 1999

Page 4

We appreciate the time you have invested to consider these testimonies and understand the enormous task at hand in developing a new Comprehensive Transportation Program. It is our understanding that several programs have already been proposed for your consideration. We strongly encourage the passage of a new Comprehensive Transportation Program. We trust your judgement in appropriations and funding and offer you our full support.

Thank you.

Don Landoll, Chairman, Landoll Corporation
Dave Stump, Marshall County Commissioner
Mick Keating, Marshall County Commissioner
Gary Rosewicz, Marshall County Engineer
Ed Kittner, Mayor, City of Blue Rapids
Rick Shain, Marysville City Administrator
Howard Kessinger, Editor, The Marysville Advocate
And Others

RESOLUTION NO. 98-05-18-01

A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR MARSHALL COUNTY, KANSAS AND THE ENACTMENT BY THE KANSAS LEGISLATURE OF A NEW STATE-WIDE COMPREHENSIVE TRANSPORTATION PROGRAM

WHEREAS, one of the major responsibilities of County government is to plan for the immediate and long-term transportation needs of the county;

WHEREAS, the Board of County Commissioners of Marshall County, Kansas (hereinafter the "County"), has conducted the necessary investigations to identify the transportation capital improvements that are needed in the County; and

WHEREAS, these specific transportation capital improvements are essential to the health, safety and welfare of its citizens in the future; and

WHEREAS, the failure to undertake these transportation capital improvements will impede and may prevent the economic needs and goals of the County from being accomplished; and

WHEREAS, the County is unable to finance such capital transportation improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the transportation needs of the County and other counties and cities across the state without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MARSHALL COUNTY, KANSAS:

Section 1. Priority Transportation Projects. After careful investigation of the transportation needs in the County, the following transportation capital improvements are hereby declared to be vital to the future economic growth and development of the County and the safety of its citizens:

- (1) City of Marysville Railroad Relocation Feasibility Study
- (2) Replacement and Realignment of the Big Blue River Bridge on U.S. Highway 77 in Marshall County

Section 2. New Comprehensive Transportation Program. The County hereby endorses and supports the enactment of a new Comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address the specific transportation capital improvements set forth in Section 1.

Section 3. The county clerk shall send copies of this resolution and any supporting documentation to: Governor Bill Graves; U.S. Senators Sam Brownback and Pat Roberts, U.S. Representative Jerry Moran, State Senators Janice Hardenburger and Ben Vidricksen; and State Representatives Bruce Larkin and Sharon Schwartz; all candidates for state representative; all local news media outlets; and the Kansas Association of Counties.

Adopted this 18th day of May, 1998.

**BOARD OF COUNTY COMMISSIONERS
MARSHALL COUNTY, KANSAS**



Genie Long

Genie Long, Chairman

David R. Stump

David R. Stump, Member

Wayne Landoll

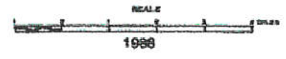
County Clerk

Harold K. Gurtler

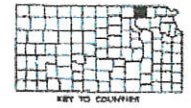
Harold K. Gurtler, Member

GENERAL HIGHWAY MAP MARSHALL COUNTY KANSAS

PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
IN COOPERATION WITH THE
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

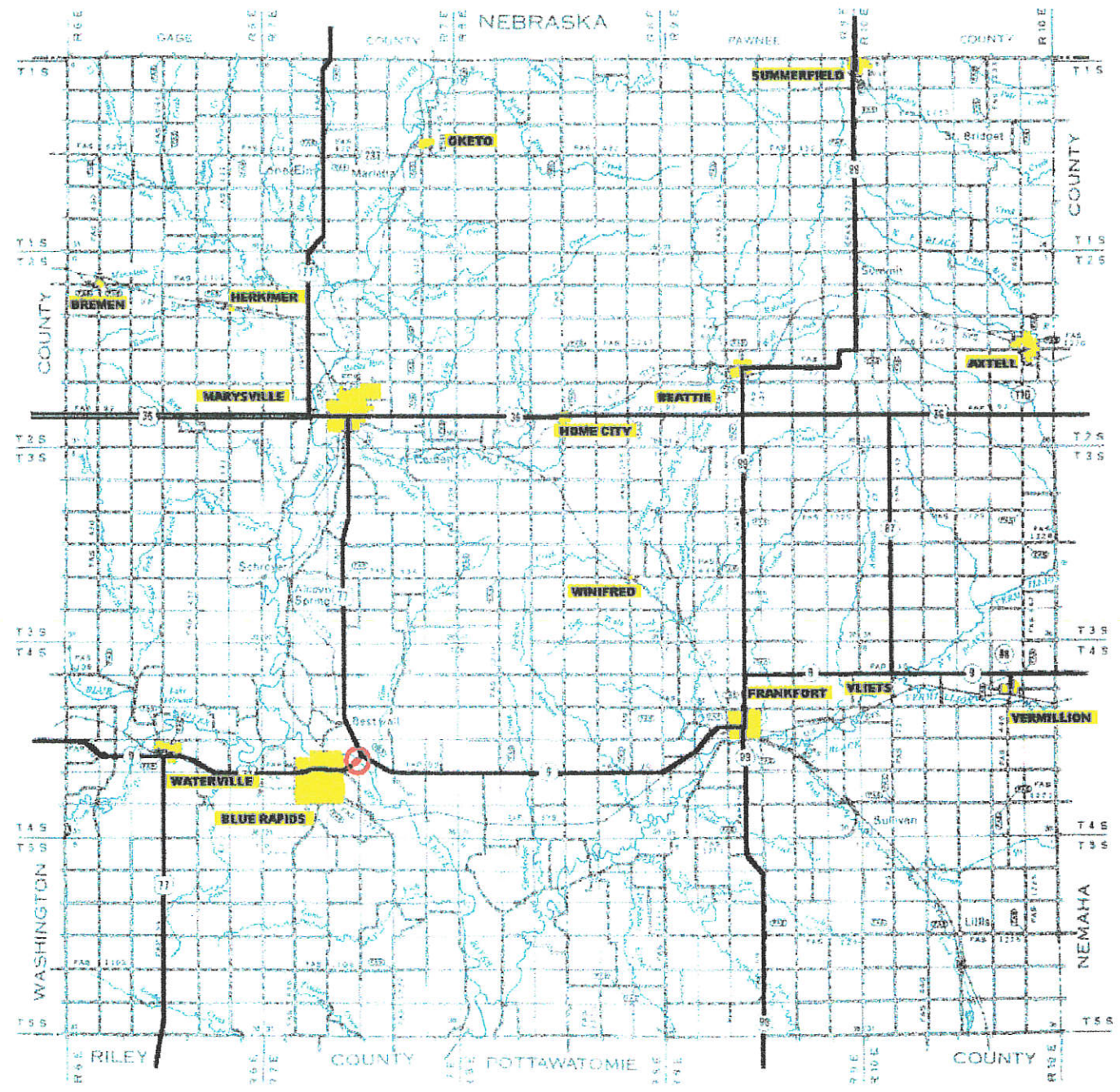


1988



FA SYSTEM REVISED TO MAR. 30, 1989

- STATE HIGHWAY.....
- BLUE RAPIDS BRIDGE.....
- COMMUNITIES.....



5-8

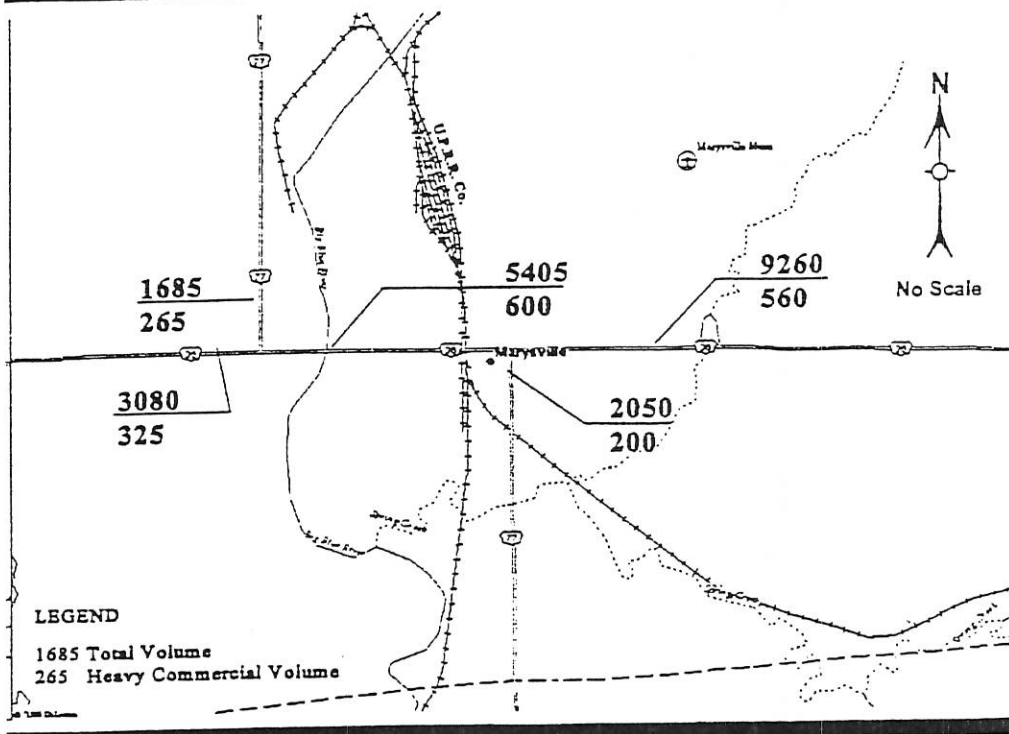
5-8

Current Train Activity in Marysville

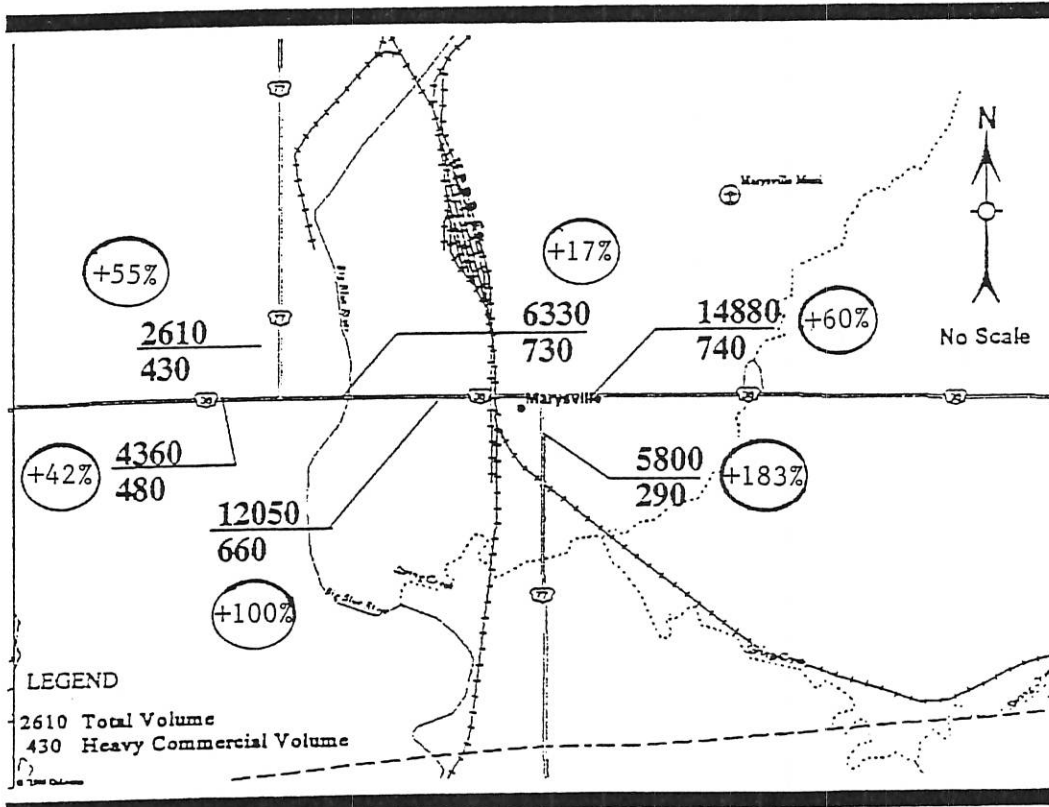
<i>Description</i>	<i>Movements Per Day</i>
Union Pacific Mainline	65
Beatrice Branch	3/wk
Bestwall Spur	2/wk
Northeast Kansas & Missouri RR	3/wk
Through unit coal trains	39
Regular through freight trains	23
Local freight trains	3
Switching operations over crossings	13
Crew changes	65
Trains routed around corridor	9
Number of meets	33

Projected Train Activity in Marysville (Year 2017)

<i>Description</i>	<i>Movements Per Day</i>	<i>Increase from 1997</i>
Union Pacific Mainline	135	70
Beatrice Branch	3/wk	0
Bestwall Spur	2/wk	0
North Eastern Kansas Missouri RR	3/wk	0
Through unit coal trains	81	42
Regular through freight trains	48	25
Local freight trains	6	3
Switching operations over crossings	22	9
Crew changes	135	70
Trains routed around corridor	0	0
Number of meets	67	34



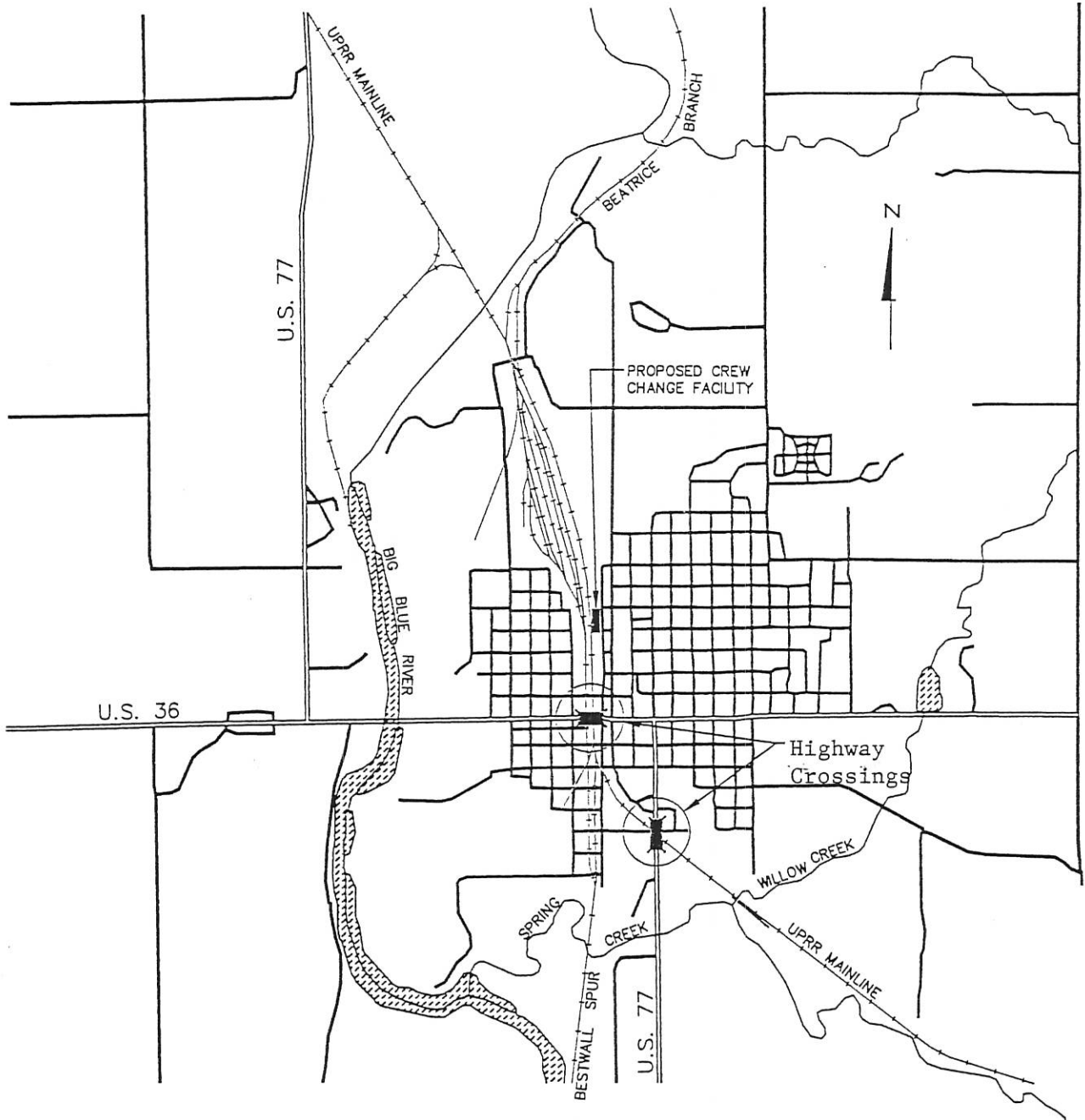
1994 Average Annual Daily Traffic



2017 Average Annual Daily Traffic

Project Cost Estimates (Year 2000)

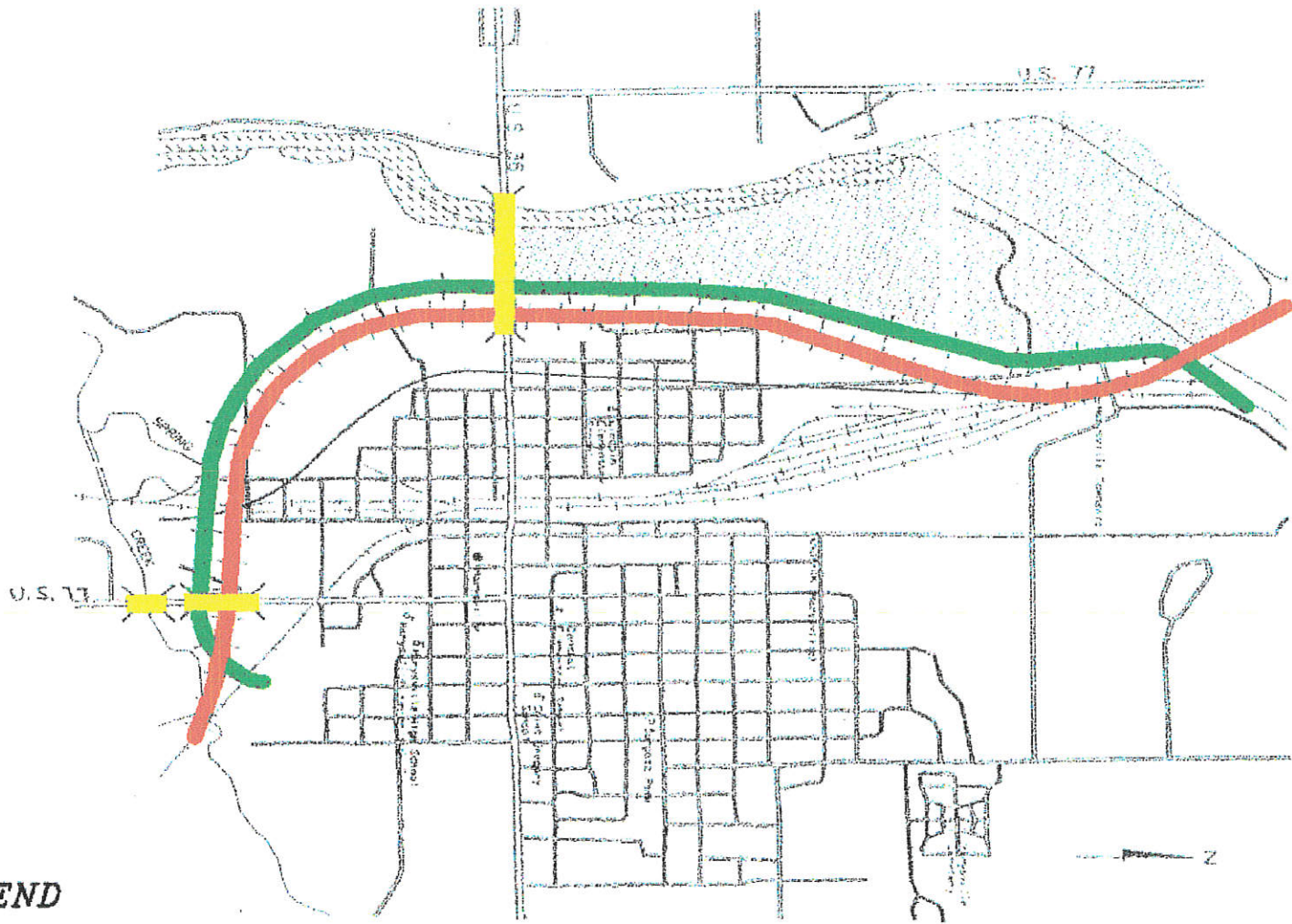
<i>Item</i>	<i>Alt. #3</i>
Railroad Relocation	\$11,819,900
Highway Improvements	\$10,502,700
Flood Protection	\$9,700,300
Subtotal 1997 Constr. Cost	\$32,022,900
Year 2000 Constr. Costs	\$37,284,262
Right of Way Costs	\$2,000,000
Preliminary Engr. (9%)	\$3,355,540
Construction Admin. (7%)	\$2,609,898
Total Project Costs	\$45,249,700










LEGEND: Existing ———

Existing Railroad Alignment

MARYSVILLE GRADE SEPARATION



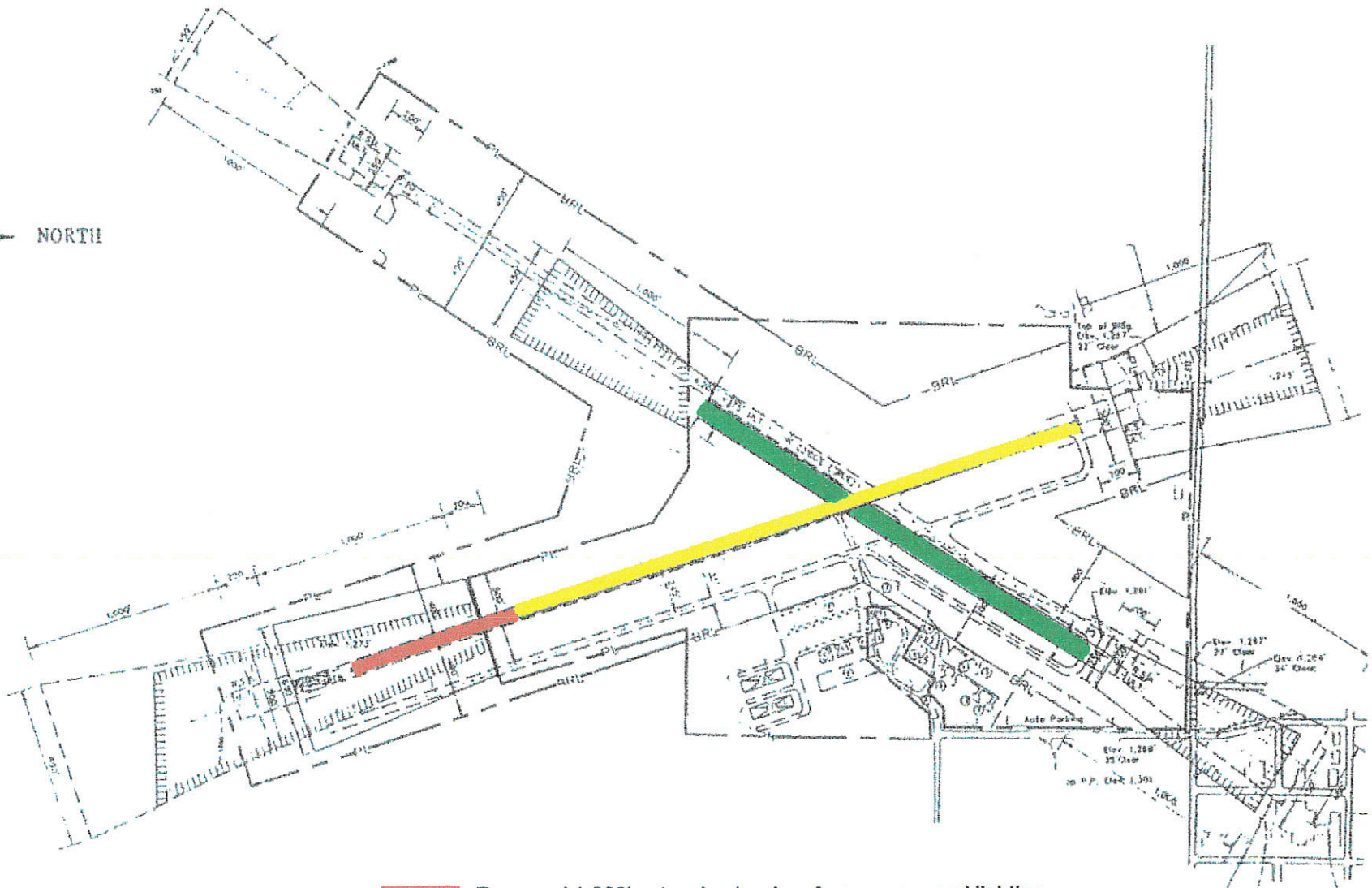
LEGEND




- EXISTING RAILROAD 
- EXISTING FLOODWAY 
- PROPOSED LEVEE 
- PROPOSED CHANNEL CUT-OFF 
- PROPOSED RAILROAD RELOCATION 
- PROPOSED HWY. GRADE SEPARATION 
- PROPOSED FLOWAGE EASEMENT 

5-13

5-13

MARYSVILLE MUNICIPAL AIRPORT 20TH AND AIRPORT ROAD



-  Proposed 1,000' extension hard surface runway and lighting.
Estimated Cost - \$100,000
-  Existing 2,190' grass strip runway.
-  Existing 3,010' hard surface runway.

5-14

5-14



CITY OF SABETHA, KANSAS

Request for Support from the
KANSAS LEGISLATIVE TRANSPORTATION COMMITTEE

for Approval of a
Comprehensive Transportation Program

February 18, 1999

As elected officials representing the best interests of our community, the City of Sabetha Governing Body appreciates this opportunity to express our encouragement to the honorable members of the Senate and the House of Representatives to approve an aggressive Comprehensive Transportation Program for the State of Kansas.

In brief, the City of Sabetha has a population of roughly 2,500 with approximately an equal number of job opportunities. The high number of employment opportunities is due in part to the entrepreneurial spirit of our citizens as well as due to our community's aggressive approach to attract business and industry. Our confidence is high that Sabetha has an even brighter future to further strengthen our industrial base thus expanding our population and further augmenting our economic growth. To expound on that conviction, in the short term the City of Sabetha is moving forward to enhance our infrastructure to handle future growth by adding another Electrical Generation Unit to supplement our ever increasing electrical needs and constructing a new Waste Water Treatment facility specifically over-sized to handle escalations in industry as well as population.

However, it is imperative for the future stability and growth of Sabetha, not to mention the State of Kansas, that we maintain a robust transportation infrastructure. It is strongly felt that the potential for such growth will never be experienced without an overall solid transportation system.

To further illustrate these beliefs, since 1995 the Kansas Department of Transportation has been developing a project to enhance the safety and traffic flow on US 75 Highway to and through Sabetha. Based on recent examination of the project, the proposed design is in its final stages. Representatives of the Kansas Department of Transportation have kept our community informed of the plan through hearings and meetings held within Sabetha. Many of our community members have begun to be instrumental in enhancements to that design such that it will impact the safety and growth of our community in the most beneficial way possible. Current and future business

JOINT SEN. & HOUSE TRANS. COMM.

February 18, 1999

Attachment #6

CITY OF SABETHA, KANSAS

6-1

February 17, 1999

owners wishing to expand, relocate, or develop are already inquiring about the final highway routing and estimated schedules for completion of the project. It appears that the frontage road area within the highway plan will become a new and thriving business district that will only further enhance a strong retail presence within Sabetha.

As a direct result of the US 75 Highway enhancement design, it has been determined that the subject changes will remove barriers around our current Airport landing strip thus exposing the potential to expand and improve that facility. Prior to that discovery, the only recourse for the City of Sabetha was to be actively involved in a joint venture with Hiawatha, KS to design a new general aviation facility identified as the Northeast Kansas Regional Airport. Although the Regional Airport concept is a plausible endeavor to solve our verified aviation needs, it is uncertain that such a project will be approved for funding by the FAA. Additionally, such a facility must be located in close proximity to both communities which ultimately means consuming vital farm real-estate. As well, a project of this type will ultimately cost millions of dollars to implement and thousands of dollars annually to maintain. If the US 75 Highway enhancement plan is budgeted through the Comprehensive Transportation Program, Sabetha will then have a much preferred opportunity to expand and improve the current landing strip such that it meets our current, as well as future needs. This type of improvement plan would allow Sabetha to retain the Airport at its present location and said enhancements could be implemented at a fraction of the cost required to develop a new facility.

However, even if Sabetha is provided the opportunity to consider improvements to our existing Airport facility, our financial resources are such that it would be difficult to fund them out of the current budget. To further compound this issue, our current paved air strip is deteriorating to the point that it will soon be unusable. This deterioration of the landing strip creates problems for specific Sabetha companies, especially high tech firms, that operate corporate aircraft in the area. They are being forced to base their aircrafts at distant airport facilities, many outside the state of Kansas, and Sabetha loses valuable financial revenue from the rental of hangers and fuel. During recent conversations with the Kansas Department of Transportation we were informed of a possible grant program, if budgeted through the Comprehensive Transportation Program, that could provide financial assistance for much needed airport maintenance and improvements such as those needed by Sabetha.

To further comment, statistics prove that General Aviation is a significant part of the national air transportation system, accounting for approximately 96% of all civilian airports, 95% of all aircraft, 84% of all pilots, and about 75% of all aircraft operations. It is also known that municipal airports are a vital component of a State's level economic development policy. If a significant Comprehensive Transportation Program is approved, the State of Kansas will no longer be the only territory within the United States that does not substantially finance an Aviation Division as part of its Department of Transportation. We strongly support the approval of a Comprehensive Transportation Program that facilitates State participation in the maintenance and development costs of airports, with formulas providing for the equitable distribution of funds.

6-2

February 17, 1999

In closing, as elected officials we are responsible to protect the best interests of our constituents as well as to plan for future growth and the stability of our community. The value of manufacturing, retail and wholesale trade in Sabetha has increased for the area since 1980. Sabetha's local businesses and industries, which are key elements of the area's economic base, have developed markets and support facilities nationwide, export products worldwide, and employ a significant number of local residents as well as surrounding community residents. Income from this industrial base produces multiplier effects in the economy of the area as well as the State. Additionally, these are precisely the types of industries virtually all communities nationwide attempt to attract. A fact of life is that as local business and industry expand, support infrastructure components, including the State's complete transportation system, must expand along with them to maintain growth and productivity. The City of Sabetha's request to the Kansas Senate and the House of Representatives is that you give earnest consideration to the state's transportation system and we encourage you to approve an aggressive Comprehensive Transportation Program for the State of Kansas.

We appreciate this opportunity to discuss and share these matters with you. Thank you for your time.

Respectfully,



Norman D. Schmitt, Jr.
Mayor; City of Sabetha

GEARY COUNTY PUBLIC WORKS DEPARTMENT

Dennis Cox, Administrator
310 E. 8TH STREET
JUNCTION CITY, KS. 66441
(785) 238-3612

Date: February 12, 1999
To: Senate and House Transportation Committees
From: Dennis Cox, GEARY COUNTY PUBLIC WORKS ADMINISTRATOR

RE: Kansas Comprehensive Transportation Plan

The following list is projects and concerns that Geary County would like to express in regard to the State Comprehensive Transportation Plan.

1. Geary County supports the efforts to widen K-18, to four lanes through Geary and Riley County from I-70 exit to east of Ogden.
2. Place U.S. 77 Highway passing through the western portion of Junction City as a high priority on the KDOT corridor management planning process. This is an area where development will continue to occur in Junction City.
3. Geary County has 84 bridges on its Rural Secondary and Off-System Bridge inventory. Of these 84 bridges, 24 currently qualify for replacement with either structurally deficient and/or functionally obsolete concerns. See Attachments.
4. Geary County has conducted traffic studies on its highest traffic count road Old 77 Hwy. The results of this study indicate the need to widen and improve the driving surface at an estimated cost of \$450,000.00. This project is a long way from vacuuming a reality with current funding. As a high use road to Ft. Riley this has become a priority project need.

Approved County Five-Year Plan for Fiscal Years 1999-2003

PS District	P riority	D istrict	[TOCO998] County/City	Project Number	Location Description	Length (Miles)	Work Type	Est.	Fed.	Proposed Letting
								Cost (1,000)	Funds (1,000)	
32	1	2	Geary	31 BRO- C-3106-01	Morris Co Line:3.6 mi E US-77	0.200	Bridge Repl.	181	167	03/17/99
32	2	2	Geary	31 BRO- C-3107-01	7.5 mi S & 1.5 mi E Junction City	0.200	Bridge Repl.	73	67	03/17/99
21	3	2	Geary	31 BRS- C-3567-01	4.8 mi E Junction City	0.100	Bridge Repl.	71	65	04/16/99
11	4	2	Geary	31 BRO- C-3498-01	7.0 mi S & 1.0 mi W Junction City	0.001	Bridge Repl.	77	71	12/16/99
11	5	2	Geary	31 BRO- C-3503-01	1.0 mi N & 13.0 mi E Junction City	0.006	Bridge Repl.	72	66	12/16/99
0	6	2	Geary	31 BRO- C- -01	4.0 mi S & 3.0 mi E Junction City	0.100	Bridge Repl.	71	65	09/15/2001
0	7	2	Geary	31 BRO- C- -01	1.0 mi N & 8.0 mi E Grandview	0.100	Bridge Repl.	71	65	09/15/2001
0	8	2	Geary	31 STP- C-3591-01	1.0 mi W & 3.0 mi N of Junction City, NE	3.600	Surfacing	450	414	01/14/2002

GEARY COUNTY OFF-SYSTEM BRIDGES
SUFFICIENCY RATING LESS THAN 50
 1997

FILE NUMBER	STRUCTURE NUMBER	LOCATION	RATING	INSPECTION FREQUENCY
15	20.9-L.6	1.0N 13.0E Junction City	21.5	12 months
44	9.5-Y.0	6.0S 3.0E of Wreford	21.9	12 months
9	13.4-J.8	3.0N 6.0E Junction City	22.6	12 months
30	5.1-T.5	5.0S 1.0W Junction City	24.5	12 months
42	10.5-V.5	3.5S 4.0E of Wreford	24.5	12 months
12	17.2-K.2	2.0N 9.0E Junction City	24.5	12 months
55	19.7-U.6	6.0S 12.0E Junction City	25.5	12 months
39	9.4-X.5	5.5S 3.0E of Wreford	26.5	12 months
56	19.7-V.0	7.0S 12.0E Junction City	31.0	12 months
40	10.8-S.4	4.0S 3.0E Junction City	31.8	12 months
54	19.6-T.7	5.0S 12.0E Junction City	33.3	12 months
33	5.0-V.2	7.0S 1.0W Junction City	34.9	12 months
60	20.2-W.0	4.0S 14.0E of Wreford	36.0	12 months
57	17.1-X.0	9.0S 9.0E Junction City	37.9	12 months
38	10.0-V.2	7.0S 3.0E Junction City	39.8	12 months
46	12.2-T.5	5.0S 5.0E Junction City	41.9	12 months
11	16.8-M.0	1.0N 8.0E of Grandview	42.3	12 months
43	9.6-W.6	8.0S 3.0E Junction City	43.2	12 months
13	20.8-L.8	1.0N 13.0E Junction City	47.4	12 months
16	21.9-M.1	1.0N 14.0E Junction City	49.2	12 months
19	3.1-0.0	3.0W Junction City	49.3	12 months

M E M O R A N D U M

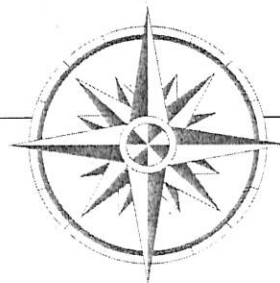
DATE: February 5, 1999
TO: Dennis Cox, Public Works Director
FROM: THOMAS E. NEAL, CITY ENGINEER
RE: Projects for State Comprehensive Plan

The following list is projects the City would like to have included in the comprehensive planning process.

- 1) Resurfacing and extension of the main runway at Freeman field to 4000 feet. Also, improvements to the existing taxiway and the addition of taxiways for better access to the runways. The City has a consultant working on a development plan for the airport and when it is complete there may be some additional projects for consideration.
- 2) Improve the intersection of the I-70 ramp (exit 298) and East Street. Also, increase the height clearance at the underpass at exit 298. There are an increasing number of passenger vehicles and large trucks at this location.
- 3) Place U. S. 77 highway passing through the western portion of Junction City as a high priority on the KDOT Corridor Management Planning process. This is an area where future development is expected to occur in Junction City.
- 4) The City supports the efforts to widen K-18 to 4 lanes through Geary and Riley County from I-70 exit 303 to east of Ogden.

Junction City / Geary County

Economic Development Commission



DAVID O. BOSSEMEYER • Executive Director
HAROLD WILSON • Chairman

814 N. Washington • Box 1876
Junction City, Kansas 66441
(913) 762-1976
Fax (913) 762-3353

February 17, 1999

Mr. Dennis Cox
Public Works, Geary County

Dear Dennis,

I'm glad to see the interest in improving the road system in Geary County and in the City of Junction City. As you know, we continue to try to recruit more firms to the southwest quadrant of the community which has already caused a substantial increase of traffic on US Highway 77 and, as we continue to grow, on Spring Valley Road.

This, mixed with the new truck stop on the corner of US Highway 77 and Interstate 70, will cause not only an additional increase of traffic, but in the type and mixture of vehicles.

As many are aware, our next step in industrial properties in the community would be to jump Spring Valley Road, going west, making these roads more and more congested.

This, combined with the already dangerous situation at McFarland Road and US Highway 77, will only continue to get worst as the City, itself, moves westward.

I hope these factors are being taken into consideration with yours and the City's plans for future road systems.

Respectfully yours,

David O. Bossemeyer
Executive Director

DOB:rap



City of Grandview Plaza, Kansas

402 State Ave.
Grandview Plaza
Kansas, 66441
Phone: (913) 238-6673
Fax: (913) 238-1495

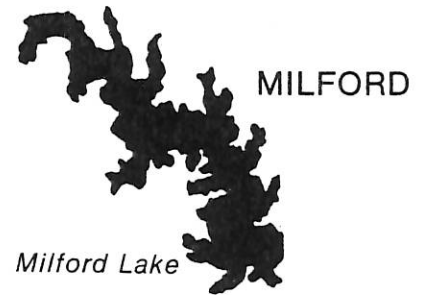
Date: February 9, 1999
To: Dennis Cox, Geary County Public Works Administrator
From: Gerald H. Bielefeld, Mayor

RE: Kansas Comprehensive Transportation Plan

The following are areas the City would like to have included in the Comprehensive Transportation Plan.

1. Consideration for the construction of a walking path between Grandview Plaza and Junction City on State Business Route 40.
2. Continued funding for County Road Systems.

CITY OF MILFORD
Post Office Box 0
MILFORD, KANSAS 66514
Phone 913/463-5490



CITY OF MILFORD - OFFICE OF THE MAYOR

P.O. Box 199
Milford, Kansas 66514-0199

February 5, 1999

Geary County Commissioners
attn: Florence Whitebread, Chairperson
Geary County Annex Building
8th and Franklin
Junction City, KS 66441

RE: KANSAS COMPREHENSIVE TRANSPORTATION PLAN

The City of Milford, Kansas would like the Comprehensive Transportation Committee to address or at least consider the following items as they relate to the City of Milford, the Milford Lake Highway corridor and the environs surrounding the community.

The main entrance to the City of Milford from US Highway 77 has not been maintained to any degree of regularity in many years. A recent overlay of US Highway 77 did not address this entrance in any way and this entrance/egress has considerable traffic on it especially during the spring, summer and fall as it is a major entrance to activities on Milford Lake. The signage into the City of Milford is woefully inadequate and has been a "bone of contention" between the City of Milford and various Kansas Highway Department personnel for many years. Then too, Milford would be proud to have signage designating it as the "Home of Doctor John Brinkley" and the home of Kansas' first Radio Station KFKB.

The secondary entrance to the City of Milford from US Highway 77 has not been maintained to any degree of regularity in many years. A recent overlay of US Highway 77 did not address this entrance in any way and this entrance/egress from the Farnum Creek area of Milford Lake could use widening, shaping and an overlay. A new stop sign would be a plus also.

The entrance to the Milford cemetery off of US Highway 77 does not have signage on either side of the highway and for visitors to our cemetery this is somewhat frustrating in as much as visitors come into the City of Milford seeking this cemetery only to find that they must exit out to US Highway 77, proceed a quarter of a mile to the north and make a left turn onto the cemetery road. Signage is herewith requested for this item.

The corridor leading south from the entrance to the City of Milford could use signage indicating that the Farnum Creek Area of Milford Lake had a fee-based campground (operated by the State of Kansas) available as well as a boat ramp, picnic area and restrooms. If the emphasis is on tourism, this would be a benefit.

See Page 2

"City of Beautiful Sunsets"

7-8

Further south on US Highway 77 there are several other areas of need especially where a turn-off to the back entrance to the Fort Riley Military Reservation was recently renovated on the Northbound lane, but the Southbound lane could of used a lot more planning and eventual construction to make this area safer for the traveling public.

Further south on US Highway 77 there is an entrance to "Old Milford Road" going North and to another back entrance that goes East on to the Fort Riley Military Reservation. This location provides another entrance to the Milford Lake area and more importantly to Rolling Meadows Golf Course.

Much further south at the intersection of Kansas Highway 18 and US Highway 77 there is no signage indicating the distance or even mention of the City of Milford. This is also indicative of the signage at the intersection of Interstate 70 and US Highway 77 as it concerns the City of Milford which is the next community north on US Highway 77 from that juncture.

If the proposal to build a resort facility on Milford Lake were to materialize, the US 77 Highway corridor will have even more potential for highway and entrance use and any evaluation of highway transportation requirements in the years to come must surely include this feasibility.

The City of Milford appreciates the opportunity to present its evaluation of need in the area that it serves in northern Geary County.



Morris M. "MO" Greenwood - Mayor

cc: City Clerk - City of Milford
Milford City Councilmembers

**BOARD OF COUNTY
COMMISSIONERS**

**WASHINGTON
COUNTY**

**GENE HELMS
ALISON MUELLER
MALCOLM STAMM**

Thursday February 18, 1999

To the Senate and House Transportation Committees meeting jointly:

Honorable Senators and Representatives. I represent Washington County. We appreciate the opportunity to present our views today. We are here to express our support for new legislation for a Comprehensive Transportation Plan for Kansas, for some provisions we think should be included, and for an idea about financing the Plan.

COMPONENTS OF THE COMPREHENSIVE TRANSPORTATION PLAN

General Support

There are some general concepts we think should be included in a Comprehensive Transportation Plan.

- Kansas has a good highway system. We should concentrate on keeping what we have built, by continuing to maintain and upgrade safety in the State system.
- Kansans are willing to pay the taxes necessary to have a good highway system.
- Airports and Railroads are important parts of Kansas' transportation system. The Plan should provide funding to enable all Kansans to share these systems.
- Public Transportation can relieve the strain of urban transportation needs, but only if a system is in place and the public is encouraged and educated to use it. Funding should be provided for the long term plans and needs of public transportation.

Upgrades Needed

Specific Kansas Highways in Washington County are substandard to today's needs. Kansas 9 across the southwest part of Washington County is narrow, hilly and has practically no shoulder. Kansas 148 from the west side of Washington county to the Kansas 15 junction is narrow, hilly and has practically no shoulder. Kansas 148 from Barnes northward to Nebraska is narrow, hilly and has practically no shoulder in most places. These roads should be incorporated into a plan of major modifications to Kansas highways.

Haul Roads

Frequently when a state highway is being constructed, another (usually local) road is destroyed by the trucks hauling materials. KDOT has long had a policy regarding repair of haul roads. From the local viewpoint, KDOT's policy has not had the intended effect of leaving a haul road in acceptable condition. Further, the policy was interpreted to apply only in certain situations that still leave under funded counties holding the bag for expensive repairs. The Comprehensive Transportation Plan should include funding and remedies for counties that are home to materials suppliers for large projects.

Access for Small Towns

Many towns in Kansas lie three or more miles from a state or federal highway but have no paved road access to the state highway system. The future Comprehensive Highway Program should extend the State Highway System to those towns. Alternately special funds should be made available to the county for construction of such paved roads.

THE NEED FOR LOCAL FUNDING

Kansas stands fourth among the States in miles of public roads and third among the States in number of bridges, but only thirty-second in population. Yet we see as we drive to other states that Kansas' road system is a very good one. This all comes at a heavy burden to the taxpayers of Kansas. Ironically the statistics for Washington County as compared to Kansas are very similar to those of Kansas compared to the Nation. Washington County ranks sixteenth among Counties in miles of public roads and fifth among counties in number of bridges, but only fifty-seventh in population. Unfortunately Washington County and Kansas counties in general do not enjoy the same quality of roads as the State. These statistics show the need for road and bridge funding at the local level.

A RECOMMENDATION FOR LOCAL FUNDING

Uncapping the transfer of motor carrier property taxes to the Special City and County Highway Fund in FY 2000 would give counties and cities \$18 million, or \$6.819 million more than under the Governor's proposal. From the local position the complete lifting of caps appears to affect the State little but benefits the cities and counties greatly. I have estimated that for Washington county, that would result is an increase of about \$250,000. Compared to Washington Counties Road and Bridge budget of \$1.285 million, \$250,000 looks like a lot, and it would fund two or three bridges annually. Washington County advocates lifting the caps on Special City and County Highway Fund as one part of funding a Comprehensive Transportation Plan for Kansas.

HIGHWAY FINANCE

STATE REVENUES

Kansas has the fourth greatest number of public road miles in the nation. The majority of the State's public roads are not maintained by the Kansas Department of Transportation (KDOT). In fact, approximately 9,600 miles, or only 7 percent of the total number of public road miles, are included in the State Highway System.

The revenues to maintain the **State Highway System** are obtained from several sources. In addition to Federal funds, the major State sources of revenues to the State Highway Fund are motor fuel taxes, motor vehicle registration fees, sales tax revenue from the sale of new and used vehicles, and a sales and compensating use tax. Another State source of revenue is the monies received from license fees for the operation of motor vehicles. A 10-year depiction of State revenues to the State Highway Fund is on page 5.

LOCAL FUNDS

The State provides direct funding to cities and counties for highway and road construction and maintenance through the **Special City and County Highway Fund** and the **County Equalization and Adjustment Fund**. The major source of this revenue is motor fuel tax receipts. A graphic depiction of the distribution of motor fuel tax receipts appears on page 6.

The **Special City and County Highway Fund** is credited with 40.5 percent of the net motor fuel tax revenue (the State Highway Fund receives 59.5 percent). From the Fund's 40.5 percent share, \$625,000 is transferred quarterly to the **County Equalization and Adjustment Fund**. Following the transfer each quarter, the remaining receipts are distributed — 57 percent to the counties and 43 percent to the cities — on January 15, April 15, July 15 and October 15.

Each county initially receives \$5,000 from the county distribution of the 57 percent of the **Special City and County Highway Fund**. The remainder of the county apportionments are distributed to the counties through the following procedures:

- 1) Motor fuel tax receipts which are received from tax rates that were established prior to July 1, 1989, are distributed based on two factors — counties' motor vehicle registration fees and average daily vehicle miles traveled (ADVMT), excluding travel on the Interstate Highway System.

- 2) Motor fuel tax receipts which are received from the increased tax rates established on or after July 1, 1989, are distributed on a prorata basis using three factors: vehicle registration fees, ADVMT, and total road miles in each county.

The quarterly distribution of the motor fuel taxes through the **Special City and County Highway Fund** is depicted on page 7.

KANSAS PUBLIC ROAD MILES AND TRAVEL
BY JURISDICTION
1996

21

SYSTEM	CENTER LINE MILES	PERCENT OF TOTAL MILES	DAILY VEHICLE MILES TRAVELED	PERCENT OF TOTAL TRAVEL
State Highway System	9,590	7.2	24,071,649	34.0
City Connecting Links	831	0.6	13,081,831	18.4
County/Township	109,488	82.1	11,538,555	16.3
Municipal	13,002	9.7	18,603,789	26.2
Turnpike	238	0.2	3,457,240	4.9
State Park Roads	236	0.2	144,836	0.2
TOTAL	133,385	100.0	70,897,900	100.0

NOTES: Totals may not add due to rounding.

Type A roads are not included. They are unclassified, unimproved roads which are not eligible for public maintenance.

SOURCE: Kansas Department of Transportation, "Mileage and Travel Tables, 1996" page 1.

8-4

Better Roads 1998 Bridge Inventory

FHWA, in consultation with the States, has assigned a sufficiency rating (SR) to each bridge (20 ft. or more) inventoried. Formula (SR) rating factors are as outlined in the current "Recording and Coding Guide for Structures Inventory and Appraisal (SI&A) of the Nation's Bridges".

Our thanks to all the state highway engineers for their continuing cooperation and special effort to provide current data through October 1998.

State	Total Interstate & State Bridges	Total Substandard (%)	Total City/County/Township Bridges	Total Substandard (%)	Total All Bridges	Combined Total Substandard (%)
Alabama	5,529	1,358 (25)	10,049	3,364 (33)	15,578	4,720 (30)
Alaska	782	175 (22)	135	45 (33)	917	220 (24)
Arizona	4,254	147 (3)	2,341	211 (9)	6,595	358 (5)
Arkansas	6,941	1,109 (16)	5,405	2,048 (38)	12,346	3,157 (26)
California	12,037	1,748 (15)	12,101	2,681 (22)	24,138	4,427 (18)
Colorado	3,709	588 (16)	4,471	793 (18)	8,180	1,381 (17)
Connecticut	2,900	148 (5)	1,234	228 (18)	4,134	374 (9)
Delaware	783	166 (21)	7	4 (57)	790	170 (22)
District Of Columbia	202	74 (37)	12	7 (58)	214	81 (38)
Florida	6,237	1,525 (24)	4,737	1,539 (32)	10,974	3,064 (28)
Georgia	5,827	1,034 (18)	8,540	2,517 (29)	14,367	3,551 (25)
Hawaii	734	371 (51)	396	172 (43)	1,130	543 (48)
Idaho	1,249	262 (21)	2,249	430 (19)	3,498	692 (20)
Illinois	8,053	2,178 (27)	17,552	3,686 (21)	25,605	5,864 (23)
Indiana	5,593	871 (16)	12,426	3,789 (30)	18,019	4,660 (26)
Iowa	4,036	484 (12)	21,118	6,672 (32)	25,154	7,156 (28)
Kansas	5,158	1,141 (22)	20,923	6,134 (29)	26,081	7,275 (28)
Kentucky	9,021	2,790 (31)	4,606	1,808 (39)	13,627	4,598 (34)
Louisiana	7,928	2,389 (30)	5,780	2,521 (44)	13,688	4,910 (36)
Maine	1,946	560 (29)	314	186 (59)	2,260	746 (33)
Maryland	2,699	672 (25)	2,039	702 (34)	4,738	1,374 (29)
Massachusetts	3,449	1,378 (40)	1,529	585 (38)	4,978	1,963 (39)
Michigan	4,292	1,645 (38)	6,421	2,933 (46)	10,713	4,578 (43)
Minnesota	3,453	415 (12)	9,226	1,742 (19)	12,679	2,157 (17)
Mississippi	5,283	1,668 (32)	11,117	5,857 (53)	16,400	7,525 (46)
Missouri	9,568	2,752 (29)	13,278	6,194 (47)	22,846	8,946 (39)
Montana	2,541	322 (13)	1,837	584 (32)	4,378	908 (21)
Nebraska	3,456	321 (9)	12,265	4,525 (37)	15,721	4,846 (31)
Nevada	1,007	58 (6)	373	55 (15)	1,380	113 (8)
New Hampshire	1,419	347 (24)	911	469 (51)	2,330	816 (35)
New Jersey	2,385	565 (24)	3,931	1,361 (35)	6,316	1,926 (30)
New Mexico	2,940	966 (33)	658	270 (41)	3,598	1,236 (34)
New York	7,769	2,292 (30)	11,728	5,599 (48)	19,497	7,891 (40)
North Carolina	17,140	5,837 (34)	620	180 (29)	17,760	6,017 (34)
North Dakota	1,097	80 (7)	3,451	1,179 (34)	4,548	1,259 (28)
Ohio	11,555	3,542 (31)	18,721	8,852 (47)	30,276	12,394 (41)
Oklahoma	7,385	1,523 (21)	15,517	8,102 (52)	22,902	9,625 (42)
Oregon	2,828	572 (22)	3,824	746 (20)	6,452	1,318 (20)
Pennsylvania	16,317	6,186 (38)	6,869	3,071 (45)	23,186	9,257 (40)
Rhode Island	603	362 (60)	148	97 (66)	751	459 (61)
South Carolina	8,186	1,660 (20)	846	343 (41)	9,032	2,003 (22)
South Dakota	1,791	137 (8)	4,141	1,321 (32)	5,932	1,458 (25)
Tennessee	7,373	1,672 (23)	11,828	3,311 (28)	19,201	4,983 (26)
Texas	32,000	5,800 (18)	16,900	7,900 (47)	48,900	13,700 (28)
Utah	1,718	604 (35)	935	395 (42)	2,653	999 (38)
Vermont	1,072	329 (31)	1,578	688 (44)	2,650	1,017 (38)
Virginia	11,266	3,445 (31)	1,098	403 (37)	12,364	3,848 (31)
Washington	3,113	753 (24)	4,067	870 (21)	7,180	1,623 (23)
West Virginia	6,413	2,657 (41)	154	114 (74)	6,567	2,771 (42)
Wisconsin	4,769	666 (14)	8,552	2,014 (24)	13,321	2,680 (20)
Wyoming	1,937	126 (7)	854	331 (39)	2,791	457 (16)
TOTALS	279,543	68,466	309,792	109,626	589,335	178,092

Bridge Inventory also posted on our website www.betterroads.com

KANSAS BRIDGES BY JURISDICTION

1990 - 1996

<u>JURISDICTION</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>
<u>State Highway System</u>							
Total Bridges	4,733	4,752	4,753	4,714	4,763	4,791	4,799
Structurally Deficient	323	297	266	269	243	245	183
Functionally Obsolete	1,143	1,108	909	866	775	785	686
Non-Deficient	3,267	3,347	3,578	3,579	3,698	3,714	3,883
Not Rated*					47	47	47
<u>City</u>							
Total Bridges	822	837	853	879	901	903	941
Structurally Deficient	158	136	126	121	104	108	97
Functionally Obsolete	156	160	157	164	137	148	144
Non-Deficient	508	541	570	594	658	647	698
Not Rated *					2	0	2
<u>County</u>							
Total Bridges	19,746	19,644	19,600	19,644	19,659	19,858	19,928
Structurally Deficient	6,419	5,034	4,090	3,799	3,622	3,596	3,532
Functionally Obsolete	1,747	2,265	2,795	2,765	2,578	2,475	2,483
Non-Deficient	11,580	12,345	12,715	13,080	13,353	13,673	13,791
Not Rated *					106	114	122
<u>Turnpike</u>							
Total Bridges	386	375	374	360	364	367	353
Structurally Deficient	39	24	25	24	25	25	23
Functionally Obsolete	230	238	238	187	223	232	226
Non-Deficient	117	113	111	149	116	110	104
Not Rated *					0	0	0
<u>TOTAL</u>							
Total Bridges	25,687	25,608	25,580	25,597	25,687	25,919	26,021
Structurally Deficient	6,939	5,491	4,507	4,213	3,994	3,974	3,835
Functionally Obsolete	3,276	3,771	4,099	3,982	3,713	3,640	3,539
Non-Deficient	15,472	16,346	16,974	17,402	17,825	18,144	18,476
Not Rated *					155	161	171

* In 1994, an appraisal rating of Not Rated was added for structures not carrying highway traffic (rail, pedestrian, utilities, etc.). The bridges in this category were previously in the Non-Deficient category.

NOTES: Structurally deficient bridges can be: 1) posted with a weight limit; 2) in immediate need of rehabilitation to remain open; or 3) closed due to structural inadequacies. Functionally obsolete bridges are considered inadequate to handle the traffic of the road (e.g., the bridge is more narrow than the road, including shoulders), although they are structurally sound. Bridges which are considered both structurally deficient and functionally obsolete are classified as structurally deficient.

SOURCE: Kansas Department of Transportation, Division of Planning and Development, Bureau of Transportation Planning.

Honorable Senator Vidricksen

Members of the Transportation Committee

I'm Doyle "Hooley" Alcorn, County Commissioner of the 2nd District of Jewell County. Jewell County is located in North Central Kansas, bordering the Nebraska line.

Jewell County is a small-populated county, approximately 4,000 people. The main industry is agriculture. The valuation of Jewell County is 28,737,572 with a mill levy of 75.852.

The Jewell County road system is a county unit system, with 1500^{miles} of county roads to maintain. This makes all roads and bridges the responsibility of the County. The big problem in Jewell County at the present time is bridges. The last bridge inspection report (which is required every 2 years by the Department of Transportation) of 362 bridges, over 20 feet in length, determined that 183 of these bridges were in need of extensive repairs and 29 of them to be closed immediately. The estimate by the engineering firm to replace and repair these bridges was \$45,295,000. The County also has an obligation for all irrigation canal bridges that are bad and need replaced.

Some of these bridges were built from 1893 until the present time. From 1893 until 1935 there were 172 bridges constructed, so most or all of these are small narrow, built for wagon and light trucks.

Jewell County at the present time has approximately 64 bridges with 3-ton weight limit. This makes a real problem for Ambulances, Fire trucks, School Buses and farm equipment. Some buses travel a lot of extra miles just to stay away from the 3 to 10 ton bridges. We have farmers who have to move their farm equipment several miles to get into their fields because of 3-ton bridges and older constructed with the old type truss and high banister construction. This causes them a lot of extra time and money, especially in harvest time.

Rail service in Jewell County is real shaky with Kyle Railroad, you don't know how long it will last.

Jewell County has some other obligations as any other county as far as Ambulance Service, Health Department, Sheriff, OCKK, Pawnee Mental Health and so on.

Jewell County has hardly any tax base for sales tax. No industry to speak of and only one major grocery store and one implement dealer, no new car dealers. Our sales tax goes out of county. Unless you buy a car or truck in Nebraska, the sales tax stays in the county purchased, which we feel is not right.

With a \$28,000,000 valuation for the County and if we were to raise property tax one mill, we would only collect \$28,000. That will not replace one bridge.

Jewell County has always had a perfect working relationship with the State Department of Transportation in regard to assistance with grants and other items such as purchases of used equipment.

What we are asking is when you draft this new plan; please take a good look at the problems facing small populated Counties. We know that as elected officials some decisions don't come easy. We have all our trust in you people and we know you will make good decisions, keep up the good work.

Thank you for your time and allowing me to present this to you.

Doyle "Hooley" Alcorn
Commissioner 2nd District
Jewell County, Kansas

Comments of Paul Fairchild, Citizens for Public Transportation,
before the Senate Transportation and Tourism Committee.
February 18, 1999, Topeka, Kansas

Thank you for providing this opportunity to be heard. I am Paul Fairchild, secretary of Citizens for Public Transportation, a group of Lawrence residents working to bring public transit to our city.

We believe our efforts are about to produce results. Our local newspaper, the Lawrence Journal-World, yesterday reported the third in a series of interviews of our City Commission candidates. This installment asked for their attitudes concerning the creation of a public transit system in Lawrence. All of the eight candidates interviewed indicated their support for such a system.

But for Lawrence to have a viable transit system will take more than just local support. In addition to the local support now clearly apparent and the federal support already available, we will need the support of the state of Kansas.

What might appear to be a local concern is, in fact, a concern for the state. The greatest barrier to further progress in helping people in Kansas move from welfare to work is the lack of transportation.

The lack of public transportation in Lawrence acts as a barrier to economic progress and produces economic waste. We learned at a transportation forum last Saturday that the Boys and Girls club of Lawrence budgets \$10,000 per year to transport its members to events around the city, an amount it could use to benefit the children through programs if a bus system were available for them. We learned that about half of the trips of Douglas County Area Transit, our demand-responsive system for the disabled, elderly, and low-income, take people to work, many of whom would gladly take a city bus if it were available. The cost of transporting them by city bus would be less than half the per-trip cost of the on-demand system. Like parents who take their children to expensive emergency medical facilities for minor illnesses because of the lack of inexpensive clinics, these users do what they must to be productive citizens. But what they must do is an economic shame.

We learned of health care providers who resort to paying taxi fares for patients who are too ill to delay treatment by making a reservation to ride on the demand-response system. That money could be better spent treating them.

We learned of medical agencies who offer inexpensive early treatment and preventive treatment to clients who forgo the treatment only

because they lack transportation, then require more expensive treatment for conditions that worsen when not treated.

One example was pre-natal care. As the speaker put it, medical visits should be based on need, not on the availability of a ride.

The lack of public transit in Lawrence causes overuse of important but costly transportation services like Douglas County Area Transit. The lack of transit also affects those who drive. It denies them an important choice -- the choice to leave the car at home and to give up the hunt for a parking place, the choice to use a form of transportation that is inherently less expensive, less polluting, and less wasteful of land. It denies them the choice of helping reduce traffic on our overcrowded streets. And for many, it denies them the choice of sending their children to after-school events without their having to act as chauffeur.

Public transportation would serve us all, whether we use it often or infrequently. And if we think we will never use it, we might ask ourselves what we will do when we have reached the age when driving is no longer possible, or when eyesight fails, or when any number of circumstances make it impossible for us to drive. We don't have to be poor to benefit from public transportation. We don't even have to use it. Public transit improves the society we live in by taking people to work who might otherwise be a burden on us, by improving the environment and the quality of life in our cities, by making our cities function for us all.

We should view public transit as an essential public service, such as fire and police protection. And just as the state has an interest in seeing those services provided, it has an interest in seeing that the need for public transportation is met.

I urge you to include as much support for public transportation in Kansas as you can.

Thank you.

Good afternoon, Senator Vidrickson and committee members. It is with a great deal of pleasure that I stand before you representing the Douglas County Transportation Committee. As an employee of the Lawrence Area Social and Rehabilitation Services one of my responsibilities is work with the community to secure employment for those individuals you are on Temporary Assistance for Families. My comments today are related primarily to the need these individuals for public transportation.

- I. Number one problem--no transportation
 - A. To seek employment
 - B. Retain employment
- II. Currently have a demand route
 - A. Limited in scope
 - B. Limited in time
- III. Fixed bus route
 - A. Allow employers to hire
 - B. Make 2nd and 3rd shifts more attractive
- IV. Recruiting new businesses and industries
 - A. Without an available workforce employers won't locate in the community
 - B. Transportation issues a concern to employers
- V. Other benefits to a community
 - A. Health
 - B. Environment
 - C. Aging population

In conclusion, I would like for this committee to seriously consider allocating additional monies for public transportation. It is needed in Douglas County and in the rest of State as well.

Submitted on February 18, 1999 by Ernest Dyer

**TESTIMONY BEFORE THE
JOINT HOUSE AND SENATE TRANSPORTATION COMMITTEE**

By
Anthony Fadale, Statewide ADA Coordinator
February 18, 1999

Mr. Chairman and Members of the Committee:

As State ADA Coordinator, it is my responsibility to implement the Americans with Disabilities Act and Kansas Act Against Discrimination on behalf of the State of Kansas. Title II of the Act, directs that a states programs, services, and activities be accessible and usable for people with disabilities. Section (B) of Title II directs the Department of Transportation to promulgate specific regulations to comply with ADA.

The issues facing this Committee are complex and deserve great discussion. It is my belief that whatever program this Committee develops must include the problems which face individuals with disabilities. This program must not focus on making a singular policy affecting one distinguished group of persons or a particular section of the state.

Around the State of Kansas, I have talked to individuals with disabilities. Three main concerns were uniform on the issue of transportation in the State of Kansas. First, that individuals with disabilities have full access to usable transportation. An example is how the Topeka Metropolitan Transit authority is modifying their fixed route buses with lifts for the upcoming year. The Transit Authority has also begun to revisit its policies to make sure they are consistent with the new integrated fixed-route services.

Issue number two revolves around the use of transportation services to individuals with disabilities to help obtain and retain employment. It is essential that people have an opportunity to obtain transportation. This obstacle of nonaccessible transportation traps people with disabilities into a cycle of dependence instead of independence. My recommendation is that this Committee evaluate different levels of partnership (i.e. public/private, city and county, corporate/employee). Cost and operations should be handled in as cooperative a way as possible. The state, counties, and cities must develop a cooperative policy to ensure employment opportunities for persons with disabilities.

The final issue, which was covered, is the concept of having any form of transportation available at all. An example of this is when I tried to get from Hays to Garden City, the Greyhound Bus lines offered one trip a day that would take 19 hours to go one hundred twenty miles.

The Legislature should adopt policy direction which should be comprehensive in nature covering all four corners of the State. These are areas which persons with disabilities have indicated they would like to have addressed.

My office has been asked to take up the issue of accessible transportation as a multi-year project. I have been asked to serve as a resource to this committee and the legislature for the upcoming session.

The Governor and the Secretary of Administration are committed to complying with all appropriate laws and regulations. By focusing on accessible and usable transportation we can ensure that people with disabilities are full partners in moving the State of Kansas into the twenty first century.

The following bullet points are a combination of guidance and suggestions that other states advised are being utilized in their current Transportation plan concerning people with disabilities.

- Coordination must exist in any comprehensive plan to deliver Transportation Services. Examples of types of coordination are: 1) Cooperation; 2) joint use arrangements and; 3) consolidation.
- All interested parties should be provided opportunities for input. Different agencies have multiple concerns, which have to be addressed.
- Whatever program is developed must be accessible and usable by its citizens in the state.
- Limited resources must be shared between agencies, counties, and cities in order to achieve an efficient coordinated program. The goal is to eliminate unnecessary duplication and increase efficiency.
- A program must be realistic in goals and objectives. The state should shape its Transportation program to be integrated into its other service delivery systems.

TRANSPORTATION 2000

DONIPHAN COUNTY

SUMMARY OF CONTENTS

Remarks to Members of Transportation 2000 Task Force

Support Documents:

Doniphan County Highway Department

City of Troy

City of Wathena

Mo-Kan Regional Council

N.E. KS Coalition for Regional Economic Development

United Tribes of Kansas & Southeast Nebraska, Inc.

DATE: September 28, 1998
TO: Members of the Transportation 2000 Task Force
FROM: Doniphan County Commissioners
The Cities of Troy, Wathena, Elwood & Highland
Doniphan County Economic Development Commission
RE: Future Comprehensive Transportation Plan

The elected officials of Doniphan County and the cities of Troy, Wathena, Elwood and Highland support the development of a new Comprehensive State Transportation Program.

After careful consideration, the following transportation capital improvements have been identified and declared to be essential to the safety of our citizens and to the economic well being of our county and its communities.

Section I.

- 1) The plan for improvements to Highway 7 from the intersection of Highway 20 and U.S. Highway 36 is appreciated. However, we believe that additional consideration should be given to the entire corridor of Kansas Highway 7 from the northern edge of the city limits of Atchison to U.S. Highway 36 in Doniphan County.*

The pavement should be widened and shoulders should be constructed to meet the safety standards of the state highway system. Sharp curves should be eliminated. This highway is not designed to accommodate the commuters that travel daily to jobs in Atchison and Leavenworth. Their safety is one of our major concerns.

In addition, many of our residents seek medical assistance from the Atchison Hospital. This stretch of highway is not conducive to the high speeds required on ambulance calls when time is a contributing factor in determining whether someone lives or dies.

Section II.

Maintaining the bridges and roads, which serve the rural areas and small communities in Doniphan County, is a huge responsibility. According to the Kansas Department of Transportation, of the 133,385 miles of public roads in Kansas, 122,490 miles, or 92%, are under local jurisdiction.

Of the 26,021 bridges in this state, 20,869 are under local jurisdiction. Thirty percent or 6,169 bridges, are considered structurally deficient or functionally obsolete. It is our contention that the future comprehensive highway program

should include some provision that counties will receive an enhanced share of available funds to use for improvement of these roads and bridges.

Section III:

Doniphan County would also like to encourage the expansion of programs, which would assist with the maintenance of old highways that are turned over to the county and/or communities when new highways are constructed. Rural counties are not equipped to maintain these roads, and in most instances must negotiate a contract with outside sources for their maintenance. This means that funds earmarked for regular yearly road maintenance must be used. Every additional mile of highway that is dedicated back to the county, or community, depletes the amount of dollars that can be spent on regular road maintenance within that county.

Section IV.

Proper safety equipment should be installed at railroad crossings to ensure that everything possible is being done to avoid accidents.

Section V.

Even though U.S. Highway 36 has been substantially improved and major modifications have been completed under the old comprehensive plan, we believe that it is imperative that U.S. Highway 36 be upgraded to a four-lane highway from the Pony Express Bridge in Elwood to U.S. Highway 75 within the next ten (10) years. There are several reasons for this request, and they are as follows:

- a) The fact that U.S. Highway 36 in Missouri will soon be a four-lane across the entire state means the westerly flow of traffic will be increased substantially over this route into northeast Kansas.*
- b) Doniphan County's ever-expanding industrial base means more workers will be commuting here for jobs. We also anticipate a substantial increase in truck traffic for hauling raw materials into the plants and the finished product to market.*
- c) In addition to industry needs, we have already seen an increased flow of traffic due to the establishment of four casinos in the northeastern portion of Kansas, and we have every reason to believe that this will continue to escalate as the casinos expand.*

Section VI:

Doniphan County officials would like to see large signs erected along U.S. Highway 36 for "911" road connections.

Greater flexibility concerning signage regulations should be implemented. We agree that we don't need more over-sized billboards, but allowing signage which advertises local services, similar to those along the interstate system, would greatly benefit the rural communities and still maintain the integrity of the region.

Section VII:

With the increase in community-based programs for the elderly and disabled, transportation to and from necessary services becomes an issue. Freeing up vehicles for sharing among multiple agencies when state or federal funds are used to purchase them, would allow more efficient use of vehicles.

County Engineer
Office Phone
913-985-3535

Doniphan County
Highway Department
P.O. Box 146
Troy, Kansas 66087

September 28, 1998

Re: Transportation 2000, 10 year Highway Plan

Transportation 2000 Committee:

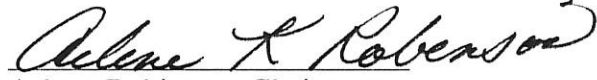
In the following are concerns the Doniphan County Commission wish to present to the Transportation 2000 Committee to be considered for the new 10 year program.

1. A 4-lane highway from St. Joseph, Missouri to Highway 75, interchange lighting, and proper signage due to the increase in traffic, partly due to casinos in the area.
2. Widen shoulders and straighten dangerous curves on Highway 7 from Atchison to Troy, Kansas. Prefer west route of plan or through Doniphan from Atchison to Troy.
3. Help counties maintain old highways which have been turned back to counties when new highways were constructed.
4. Accessible funding for county roads and bridges.
5. Proper safety crossings for rail traffic when crossing new highways.
6. Proper highway markings on all state highways for better visibility and safety.
7. Large visible signs near towns for tourist, food, fuel, and historical information.
8. Large signs indicating 911 roads off state highways.
9. Allowing vehicles for sharing when state or federal funds are used to purchase.
Example: County Health Department may use aging vans for home nursing visits when not in use by Aging Department.

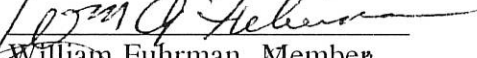
The Doniphan County Commission thank the Transportation 2000 Committee for the many hours each of you have given to the public hearings and travel time so County Officials and local patrons may express needs for their communities.

Sincerely,

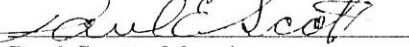
Doniphan County Commission



Arlene Robinson, Chairperson



William Fuhrman, Member



Paul Scott, Member

City of Troy

Phone (785) 985-2265 or (785) 985-2101
FAX: (785) 985-3871

Transportation 2000
City of Troy's input

Highway 7 from Troy vicinity to Atchison

There is Planning for improvements of Highway 7 from intersection of Highway 20 to US 36. This is appreciated and much needed but from State Hwy 20 South to Atchison is also a very dangerous and inadequate road bed that is very much in need of a major overhaul or relocate.

We have a large Number of residents in Troy and Doniphan County as a whole who commute to Atchison and Leavenworth everyday to their work place, plus many of us use the Atchison Hospital, this calls for numerous ambulance runs. It is a treacherous route for the best of drivers, hilly, curves, no shoulders and deep ditches-this is common knowledge of our State workers, Engineers and Local Representatives.

Heavy truck traffic during harvest season is another hazard.

US Hwy 36-We would very much like to see US 36 four laned from the State line (Missouri River) to Highway US 75 at Fairview. Due to increased traffic for safety reasons and our feelings are this would enhance Economic Development in our area of the State. Traffic has increased due to casinos and no doubt will continue to increase.

City of Troy-Curbing and brick streets, like all other cities with monies available. Our existing brick and curbed streets have not had the maintenance they should of had over a period of many years-the brick streets were designed in the years of horse and buggy and model T Fords. Now some of them have trucks running on them with 80,000 gross weights. Repairs and replacement are a very high dollar item. Worst for wear of curbing, gutter and brick streets, that for years were used as State Hwy #7, (11 City Blocks) and US Hwy 36 (4 city blocks).

137 W. WALNUT
TROY, KANSAS 66087

12-8

County Road and Bridger-City Streets, Alleys and Curbing

I will address 2 areas that I think are disgraceful to the Rural Community of Troy that I personally feel the State let us down on thru the years. They both pertain to old Highway 36 which were turned over to the county for Maintenance.

Most recently West from City limits of Troy and connecting to Hwy 7 at Junction of Locust Street and continuing on to connect with new Hwy 36 where Hwy 7 goes on to North.

Then old 36 Hwy from East end of City limits on Walnut Street to reconnect with new US 36 approximately 3 miles East.

These routes both have residences on them and have much needed attention. There is one bridge over railroad track on extreme East end.

Governing Body.

Gordon Clay - Mayor.
Thomas L. Davies Co
Robert Haulan
Barry Bluff
Robi McGraw

Business Places.

THE TROY STATE BANK - James A. Fredman, President
Troy State Bank - Thos. H. Heisler, Exec. Vice Pres.
SIMPSON HARDWARE - Roy R. Sim owner
Troy Grain Co. - Terry Simpson
1st Bank of Troy - R. J. Patton, PRES.
Tom Speake, VP & Cashier
Martha J. Albens, Asst. Cashier
Curdie Fendley Farmer + Seed Dealer
Archie Senter (Barber 50 years)
Joe Culp
George Karn
Alan W. Bussing Service Tech Sprint

City of Troy.

Business Route

Lighting of interchange

Hwy 7

Hwy 36

Old 36 Hwy Locust

City of Troy, Kansas
Main Street

There should also be allowance of access to future developments in AREA of interchange and along 36 Hwy in TROY AREA IF Need ARISES.

This could be in a form of frontage Roads.

Signaling of Business Route.

Maintenance of Business Route?

CITY OF



WATHENA

SCOTT B. HOFFMAN, Mayor
CRAIG GRABLE, Pres.
GEARY ENGEMANN
CARL JOHNSON
JIM McANERNEY
ROBERT WISLER, JR.

KAREN GILLAND, City Clerk
DORIS DELZEIT, Asst. City Clerk
MIKE BOOS, Treasurer
TED COLLINS, Municipal Judge
BILL McQUILLAN, City Attorney
JOEL EULER, Asst. City Attorney
TIM NEAL, Chief of Police
GERI MOORE, Court Clerk

P.O. Box 27
Wathena, Kansas 66090-0027
Telephone 785-989-4711
Fax 785-989-4830

September 29, 1998

Subject: Transportation 200 meeting.

Task Force:

The Wathena City Council's main concern is the future of Highway 36: Where and when the project will be initiated; the location and etc. There is a concern of the rough railroad crossings in Wathena.

Thank you.

Sincerely,

Mayor Scott Hoffman



MISSOURI

ANDREW
BUCHANAN
CLINTON
DEKALB

LOCAL GOVERNMENTS WORKING TOGETHER

1302 Parson 816-233-3144

St. Joseph Mo. 64501



KANSAS

ATKINSON
DONIPHAN
Hiawatha
Morrill

September 28, 1998

As the areawide planning agency for Northeast Kansas and Northwest Missouri, we are concerned with the impact of highway improvements on the economic development and growth potential in our Region.

Economic development, maintenance of the existing system and safety are vital factors which must be of priority interest as the citizens of the area look to the future. The upgrading of U.S. Highway 36 to a four-lane facility will enhance the Missouri improvements soon to be completed and will be of benefit to our entire bi-state region.

Mo-Kan Regional Council is supportive of the transportation capital improvements identified by the members of the Doniphan County Transportation 2000 Task Force and urge serious consideration be given to the local input provided in the Future Comprehensive Transportation Plan.

Very truly yours,



Jean Waltemath
Executive Director

JW/jhn

A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR THE NORTHEAST KANSAS SIX-COUNTY AREA, INCLUDING ATCHISON, BROWN, DONIPHAN, JACKSON, JEFFERSON, AND NEMAHA COUNTIES AND THE ENACTMENT BY THE LEGISLATURE OF A NEW STATEWIDE COMPREHENSIVE TRANSPORTATION PROGRAM.

WHEREAS, through their local governments, the Northeast Kansas Coalition for Regional Economic Development (NEKCRED) has determined the basic transportation needs of the six-county area, and

WHEREAS, NEKCRED has determined that these specific highway and transportation needs are essential to the safety of its citizens in the future; and

WHEREAS, the future economic well-being of Northeast Kansas and its growth and development over the next decade or more will be determined by the specific highway and transportation projects which have been identified; and

WHEREAS, the failure to undertake such highway and transportation improvements will severely impede and may prevent the economic needs and goals of the area from being accomplished; and

WHEREAS, the local governments are unable to finance such improvements without substantial assistance from the State of Kansas and the Kansas Department of Transportation; and

WHEREAS, the State of Kansas and the Department of Transportation cannot sufficiently address the highway and transportation needs of this region without the enactment of a new Comprehensive Transportation Program by the Kansas Legislature;

NOW, THEREFORE, BE IT RESOLVED by the governing body of the Northeast Kansas Coalition for Regional Economic Development:

SECTION 1. Does hereby recognize the need and endorses the following transportation needs:

- a. The economic future of Atchison County is dependent on the recommendation of the location of the Amelia Earhart Memorial Bridge, which is forth-coming from the Kansas Department of Transportation. The relocation of the bridge would greatly jeopardize the economic well being of the community and county. NEKCRED supports maintaining the current location for the Amelia Earhart Memorial Bridge.
- b. Kansas Highway 7 from the northern edge of the city limits of Atchison, north to U S Highway 36 in Doniphan County should be targeted for major modifications. Pavement should be widened and shoulders should be constructed to meet the safety standards of the state highway system.
- c. Airports are vital links in the delivery of services and the economic growth of counties and communities. Any future highway program should include provisions and funding to assist rural counties to maintain and expand hard surface runways and parking aprons.

- d. Counties have the responsibility of maintaining bridges and roads, which serve the rural area and small communities. Modification of local match requirements to a 90/10% for bridges, and an increase in the State's allocation for local road improvements should be considered in the new highway plan.
- e. With the nationwide increased interest in bicycling, special consideration should be given to widening shoulders on highways in Kansas to allow safety for bicyclists traveling through the state.
- f. Traffic count increases on U. S. Highway 75 have been noticed since the establishment of three Tribal casinos. The highway also serves as a shortcut between I-70, I-80, and I-29, adding additional truck traffic. The previous comprehensive highway plan provided a new four-lane highway on U.S. 75 from Topeka to Holton. The addition of two lanes to U.S. 75 Highway from Holton to the Nebraska border, through Jackson and Brown counties would increase economic development possibilities in northeast Kansas.
- g. Throughout the past several years, major improvements have been made to U.S. Highway 36, making it a four-lane highway in some spots. The same highway in Missouri will soon be completed, making U.S. 36 a four-lane across the entire state. The same consideration should be given to upgrading U.S. 36 in Kansas to a four-lane highway, especially in Doniphan and Brown counties, to accommodate the ever-expanding industrial base, car and truck traffic. Any long-range plan should include a four-lane of U.S. Highway 36 across the entire state of Kansas.
- h. The six counties of rural northeast Kansas have not kept up with the fast growth of other counties considered in the northeast Kansas area, such as Lyon, Douglas, and Leavenworth counties. Improvement of those highways which access our rural northeast Kansas counties is of major importance to the future economic well-being of the area. Major improvements of Highways 4/59, 7/73, 24, 36, 75 and 92 should be included in a new comprehensive highway plan.

Section 2. That it does hereby endorse and support the enactment of a new comprehensive Transportation Program by the Kansas Legislature of sufficient size and magnitude to address these specific highway and transportation improvements identified in this resolution.

Adopted this 24th day of September, 1998.

Glenda Purkis

Glenda Purkis, Atchison County

Janice Walker

Janice Walker, Doniphan County

Jonathan Wimer

Jonathan Wimer, Jackson County

Larry Cope

Larry Cope, Jefferson County

Julie Prohaska Nitz

Julie Prohaska Nitz, Brown/Nemaha Counties

Gary Satter

Gary Satter, Glacial Hills RC&D



UNITED TRIBES OF KANSAS AND SOUTHEAST NEBRASKA, INC.

RR# 1 Box 56-B
White Cloud, KS 66094
913-595-3291
913-595-6667 Fax

**(FDP) FOOD DISTRIBUTION
PROGRAM
Commodities**

Provides USDA Foods for good health to households living on or near reservations. Provides information on nutrition, proper storage of foods and food preparation.

**(JTPA) JOB TRAINING
PARTNERSHIP ACT**

Provides to Native American eligible participants classroom training, work experience, direct placement, Community service employment, on-the-job training, job counseling, aptitude testing, vocational training, GED information, Adult Basic Education and other services.
Field Office Baxter Springs
Kansas (316) 856-3629,
Horton, Kansas
(913) 363-2234

**(LIEAP) LOW INCOME
ENERGY ASSISTANCE
PROGRAM**

Provides energy assistance to eligible participants for heating and cooling bills.

**(WIC) WOMEN, INFANTS, AND
CHILDREN NUTRITION
PROGRAM**

Eligible applicants receive supplemental foods for women, infants and children. Also provided is nutrition counseling, health assessment, and nutrition education.
Telephone (913) 595-3211

To: Janice Walker
From: James W. DeRoin
Chairman, United Tribes
of Kansas and Southeast Nebraska
Date: September 29, 1998
RE: Statement for Department of Transportation

The Iowa Tribe of Kansas and Nebraska Reservation is located in the bluffs of the Missouri River. While this is quite scenic it does create hardships for the tribe. For anyone making his or her first trip to the reservation the lack of directional signage makes the trip very difficult.

The Iowa Tribe as a governmental body receives guests from many state, federal and local governmental agencies. The Tribe is pursuing economic development opportunities to improve the quality of life for our Tribal Members. The most frequently asked question by visitors is "How do people find you?".

For Business Prospects directional signage is vital. No one wants a business location that can't be found, whether for customers convenience or for delivery of supplies. Economic growth is a primary concern of the Tribal Council. Economic development will not only help our Tribal Members but all of Northeast Kansas.

This morning a Grant Presentation Ceremony was held at United Tribes of Kansas and Southeast Nebraska located at the Iowa Tribal Complex on the reservation. Chuck Banks from Senator Pat Roberts' office, William Kirk, Kansas State Director, USDA Rural Development and Byron Fisher, Nebraska Program Director, USDA Rural Development all spoke briefly. Their remarks were all alike in that they noted their appreciation for the directions because they wouldn't have been able to locate us without them. One attendee got lost, a 20-minute trip turned into an hour trip.

Previous contact with state officials will allow only one sign at Hwy 7 at White Cloud. This sign provides no assistance for those traveling from Topeka or other locations north and west of the reservation.

Directional signage placed on state highways such as Hwy 36 & Hwy 7 at Troy, and again at Sparks and White Cloud on Hwy 7 as well as on Hwy 73 at Reserve and Iliawatha would be of great assistance to those attempting to locate our Tribal Offices.